

MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL
RAILROAD AND FINANCIAL NEWSPAPER.

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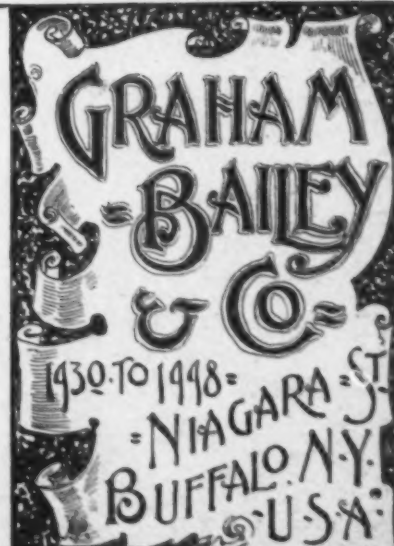
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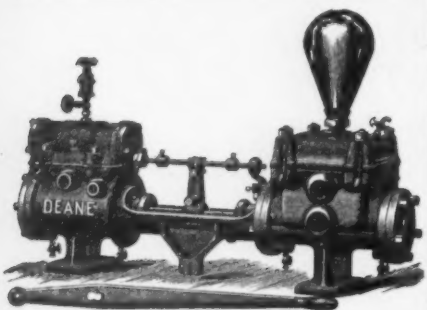
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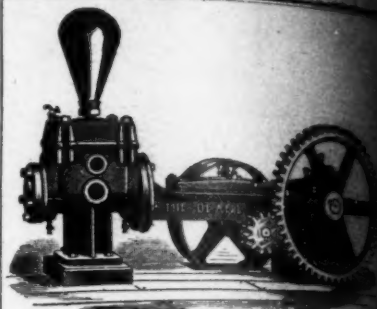
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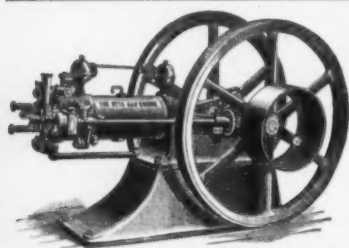
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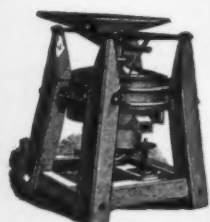
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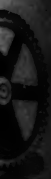
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MANUFACTURERS' RECORD

A Southern Industrial, Railroad and Financial Newspaper.

VOL. XVIII. No. 19.
WEEKLY.

BALTIMORE, DECEMBER 13, 1890.

\$4.00 A YEAR.
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Manufacturers' Record.

PUBLISHED EVERY SATURDAY BY THE
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BALTIMORE, DECEMBER 13, 1890.

P. L. SWORD & SON, Cleveland, Ohio, write: "We have received more returns the past year from the MANUFACTURERS' RECORD than all the other trade papers we use."

SAYS the Aberdeen (Miss.) Examiner:

The MANUFACTURERS' RECORD, of Baltimore, is doing a great work for the South, and through its reports our resources and industries are being brought to the attention of the men of progress and enterprise throughout this continent and Europe. It deserves the patronage of every mill and manufactory in our section, and in fact it is difficult to see how any such establishment can get along without it, for it contains the advertisement of every dealer in machinery and tools of any note in the United States.

THE Hernando (Fla.) News comments as follows:

In the nine years of its existence the MANUFACTURERS' RECORD, of Baltimore, Md., has done earnest, hard work for the South, and had more to do with the material advancement and prosperity of this section than any other agency we know of. Its editor, Mr. R. H. Edmonds, has been smiling in his efforts, and has brought to his aid a keen appreciation of the needs of the South and a thorough understanding of the situation of affairs here. No worthy enterprise, however small or remote, has escaped his scrutiny or failed to receive prompt and favorable notice. The MANUFACTURERS' RECORD was one among the first to take note and to publish to the world the wonderful phosphate discoveries in this portion of Florida, and it is to the efforts of the MANUFACTURERS' RECORD that much of our present prosperity is due, and it is a source of pleasure to note that its work does not go unappreciated. The MANUFACTURERS' RECORD is indispensable to all seeking investment in the South, who have already made investments here, or who would keep posted as to our wonderful advancement.

The Three Americas Railway.

The Intercontinental Railway Commission, the creation of which was one of the recommendations of the Pan-American Congress, has materialized. Last Friday noon the delegates of the United States, Mexico, Costa Rica, Guatemala, Columbia, Ecuador, Venezuela, Peru, Paraguay and Brazil assembled in the diplomatic room of the Department of State. The duty of this commission is to supervise a survey for a line that shall connect the railway systems of North and South America, thus establishing the "Three Americas Railway," and giving to all the participating nations a land route for commerce and intercommunication.

Secretary Blaine called the meeting to order in the following words:

I hope, gentlemen, that this 4th day of December, 1890, is to mark the beginning, the auspicious beginning, of a very great enterprise, that shall draw closer together South America, Central America and North America; that shall cement them in closer and more cordial terms than any nations, and be a benefit to the present generation and the millions unborn. I am ready for business.

Mr. A. J. Cassatt, one of the three American commissioners, was unanimously elected president of the commission, and committees were appointed on rules of organization, on nominations and on standing committees, after which an adjournment was taken to Thursday noon of this week. The quarters of the commission will be at 1016 Vermont avenue.

Thus, in a simple and purely democratic fashion, the representatives of ten American republics began a work that, if carried to a successful conclusion, will affect the commerce of the entire world; will open up vast wilderness regions to civilization; will put an end to the perpetual wars that have been waged between the Latin American republics, and to those civil wars that have retarded their progress. It will open up a highway for an international traffic that in time will surpass that which now goes in and out of the harbors of London and Liverpool. Success to the Intercontinental Railway Com-

mission! May it be noted for the harmony of its deliberations and the wisdom of its conclusions, and may the great work it is to supervise be speedily entered upon and carried to an early and a successful issue.

The South Has the "Trend."

The story of London liquidation and of the effect the financial upheaval that accompanied it would have upon the fortunes of the South, as told by Col. George B. Cowlam in the article published in a recent issue, has been widely read and generally approved by bankers and financiers. The MANUFACTURERS' RECORD has received a letter from a leading capitalist now operating largely in the South who has intimate confidential business relations with some of the most conservative financiers in London. This gentleman fully indorses Col. Cowlam's position, and says: "Nearly a year ago I was advised by my London correspondents that the Barings had greatly over-traded and were in a hole, and I have been kept informed from that time how the London situation was affecting our finances. As a matter of fact we have for eight or ten months been going through a chronic panic on London account, which threatened to become acute at any time by the collapse of that big house. To save from that collapse the financial powers have had to stand in, and the panic is over. We are out of the swamp, and the ground will harden day by day. When a bank experiences a great 'run' and comes out with flying colors, it doesn't take long for its deposits to get back. The United States has just finished with an enormous run fully equal to that which followed the collapse of 1873. Then everybody had lost confidence in us, and it was a 'regular run' on our bank. This time the run was upon us because this was the only country upon which drafts could be made with safety. They were afraid to pull any other string for fear it would break. Europe has tumbled in upon us from \$300,000,000 to \$500,000,000 of securities in the past eight

or ten months. The shrinkage in our stock and bond list just about covers this sum. This means that without adding to our money capital in Wall Street, without taking money from other investments to put into stocks, we have absorbed, by the help of sinking prices, from \$300,000,000 to \$500,000,000 of gilt-edged, interest and dividend-paying securities formerly held abroad, and that we have that much more capital with its interest accretions than we had before the panic."

We have stood the "run." We have to-day such an advertisement of our strength and resources in London, Paris, Berlin, Vienna, Frankfurt and Amsterdam as never before. The drain from India, Africa, South America has been stopped. The syndicate that prevented the collapse of the Barings will have to carry the load they assumed until it works out. The public will not take any of it off their hands. Before the first of January, as soon as the wreckage can be cleared abroad, there will be a concentration of foreign investments here, and such a revival as was only approached in 1880-81. But instead of running into Western speculations, it will run largely into Southern industrial and general development. For ten years the South has been explored; its exceptional wealth is becoming understood. Fortunately local conditions were never so good, and the South has the "trend."

"We enclose renewal contract for advertisement for another year, and would add that we are more than satisfied with the results," says the Richmond Ice Machine Co.

THE Westminster (Md.) Democratic Advocate expresses its opinion of the MANUFACTURERS' RECORD as follows:

The Baltimore MANUFACTURERS' RECORD is doing more for the development of the South than any journal in the country. Its corps of correspondents are ever on the alert and all their statements can be relied upon. The information they give is not paid for, but is gathered from actual observation and from the best men in each community. It is suited to all classes—buyers, sellers, those who are looking for investments, either permanent or speculative.

Southern Industries and the Census.

The count of the people of our country was long ago completed, the most important of the results have been announced, and so far as numbering of the people is concerned, the chief interest in the Eleventh Census has come and gone. There remains, however, the industrial work of the census, certain branches of which have reached the stage of preliminary reports, but which as a whole is not yet half completed. The census office has issued bulletins giving fragmentary information relative to the production of pig iron, steel, slate, quicksilver, etc., during the census year; but even with the information given in these bulletins the public knows little or nothing as yet about the extent of our nation's industries, the capital employed by them and the value of their products. Necessarily the work of the industrial branches of the census is far more complicated than the enumeration of the people, and its completion must require a much longer period than has been needed by the population branch of the work, and if previous censuses afford any precedent, it will be years before all the statistics of our industries shall be given to the public.

There is probably no section of our country that has such a vital interest in the industrial portion of the Eleventh Census as has the South. Every section and every State and city has a certain local interest in the results that are anticipated from the present census and a commendable pride in the development and progress that will be officially credited to each waiting community. There is a large amount of friendly rivalry between various cities, each of which desires to outrank the others in the recorded magnitude of its industries, and there is everywhere a strong desire to make as emphatic as possible the evidences of progress during the past ten years. In New England and in New York, New Jersey, Pennsylvania and neighboring Northern States the industrial developments of the past ten years have been chiefly in the direction of expanding and extending industries that have long been in existence. While there has been enormous development within these lines, not much has been done in the opening of new fields and the establishment of entirely new industries, and the progress of the North, therefore, has been largely within well-defined lines.

The advancement of the West within the past decade has been chiefly in agriculture and allied industries. In mining and manufacturing there has been large and steady growth, but here again, as in the East, industrial development has mainly followed lines previously laid down. In that vast region bordering upon the great lakes there has been enormous growth in lumbering and iron and copper mining, and com-

merce upon the lakes has developed at an amazing rate. But all of this, as well as the industrial prominence that has been attained by a few Western cities since 1880, represents merely a broadening and upbuilding upon foundations that existed and were recognized a score or more years ago.

In the South, however, the conditions have been quite different from those that have existed either in the North or West, and to the South, therefore, the present census has an importance vast and far-reaching. Practically the census will be a history of the birth of a vast industrial system within the South, for ten years ago the South was not recognized as a manufacturing region, while now its industries hold the attention of the whole world. There has been nothing in the history of our country like the industrial development of the South during the past ten years. Upon the resources with which nature has endowed that region great industries have been built entire and new from foundation upward. The progress of the South has not been a development of already existing industries, but rather the establishing of new industries where none had ever existed, and in this respect the recent history of the South is without a parallel. To establish an industry in a region where none had been known before is surely more of an achievement than to extend an industry upon the foundations furnished by years of successful operation, and by this reasoning what the South has done in ten years appears more wonderful than the progress of other prosperous sections of the country, however great it may have been.

What has been done in the South has been accomplished in the face of tremendous difficulties, both natural and artificial. Development has been undertaken without the advantages of superior railway facilities enjoyed by other sections, and industries have been established where there was neither a supply of skilled labor nor a market for products. Added to these elements of disadvantage there has been the powerful and often bitter competition of manufacturers in the North, who have fought with determination to retain trade which long-continued control had taught them to regard as rightfully their own. But the industrial pioneers of the South were equipped with abundant energy, determination and means, and they have won in their fight for recognition. Now they stand upon a footing of equality with the strongest of their competitors.

All of this is pretty well known in general terms to the whole world, but comparatively little is known as yet regarding the actual extent of the South's industrial progress—its measure in dollars and cents. The cotton, tobacco, corn, wheat, sugar and other leading crops are known each season with accuracy, and the production of

pig iron is recorded each year to a ton, but beyond this we have no trustworthy measure of the products of the great industries of the South. So rapid has been the expansion of these industries that we have long since lost track of their extent, and by no means other than the machinery of the census office can the record of Southern industries be made complete. It is to the completion of the work now in progress that we must look for the measure of Southern progress, and the whole world awaits the census figures that shall show what the South has done in the decade of her greatest activity and prosperity.

In view of these facts we desire to impress upon every manufacturer in the South the importance of facilitating to the fullest extent the work of the census office, in order that the records of Southern industries may be made as complete and accurate as possible. Doubtless some of the interrogatories presented to manufacturers by the agents of the census office may be rather exacting, and probably many proprietors of manufacturing establishments would decline to give some of the required information if it should be left to their own discretion. We do not propose to pass upon the merits or faults of the census interrogatories, however, and we need only observe that the sanction of Congress rests upon the work that is being carried on by the census office, and the legal penalties are such that it is vastly less troublesome for a manufacturer to comply with the requests of the census office than to invite legal complications by a refusal.

Our sole desire is to see the completion of a census that shall show the full extent and magnitude of the industries of the South; that shall give in detailed figures to the world what is now known only in general terms. The ability to accomplish this result lies as much with the manufacturers of the South as with the census office, and we urge that no effort which might facilitate this work shall be spared by either the people of the South or the representatives of the census office.

THE Baltimore daily papers quote the suggestion that a bank of heavy capital be organized to lend money at nominal rates to new and struggling manufacturing concerns. This is sheer nonsense. It would be impossible to secure the capital to materialize any such idea, and the men who could originate the plan would not be capable of managing a large bank even were it possible to organize it. The Manufacturing & Investment Co. of Baltimore City, which was proposed some time ago, and of which mention was made in our issue of November 8, is a sensible and feasible undertaking, and would, if organized, prove a powerful instrumentality in the upbuilding of Baltimore's manufacturing interests.

The Attempt to Prejudice the Foreigners Against the South.

Several months before the visit of the foreign iron and steel people to America the MANUFACTURERS' RECORD discovered that influences hostile to the South would be exerted to prejudice them against and divert them from that section. We immediately sought to counteract the effects of that work by laying before the members of the Institute, from time to time, statements in various forms concerning Southern resources and development. In fact, most of the members in Great Britain, Germany and France had received the MANUFACTURERS' RECORD regularly for some time prior to their arrival on these shores. We were, therefore, much gratified when it transpired that a large majority of them had chosen the Southern trip in the face of the determined effort to switch them into the Northwest.

Nothing daunted by the failure to prevent the visitors from going South, the same influences then set out to make the trip of as little account as possible. The programme was arranged with what looked like a premeditated plan to confuse and befog the strangers. They were rushed through some of the best developed portions of the South under cover of darkness. Above all, every section that has Bessemer ore was studiously excluded from the itinerary. One party of gentlemen, however, managed to make their escape from the excursion management and spend a day in the Cranberry region. A prominent English iron man, Mr. Whitwell, who was of the truant party, said that it was evident that the excursion had from the first been under the charge of people unfriendly to Southern interests.

While the opinions of the excursionists, as expressed to the MANUFACTURERS' RECORD on their arrival in Washington, to some extent showed the effects of these tactics, it was surprising how much the visitors had learned about the South, and we predicted that, although the good that might have resulted to the South under fair and impartial auspices had been greatly curtailed, the results would be very beneficial and satisfactory in the end.

As to the source from which emanated these admirably planned and skillfully executed efforts to minimize the industrial South in the eyes of the foreigners, the statements of Gen. John T. Wilder are interesting and important. The following is an extract from a Chattanooga Times interview:

"What truth is there, General, in this talk about Andrew Carnegie's attempts to dissuade Northern and European capitalists from coming to the South for investment?"

"Before I answer that question, what have you heard about the matter?"

"Simply this: That a number of people who have come South within the past several weeks have said that Mr. Carnegie had seen them and spoken in a way to ridicule

the idea of investing capital in this part of the country. Particularly is this true of a party of English capitalists who came over on the same steamer with Mr. Carnegie on his return from his last trip to the old country. They stated that he had endeavored very hard to dissuade them from even visiting the South to see for themselves."

"Yes, I will admit that I have heard these things, and heard them from parties that knew what they were talking about. The fact of the matter is that Mr. Carnegie has immense possessions in the Pennsylvania and Lake Superior regions, and this Southern prosperity and the active industry in just those products which have been almost considered his monopoly is naturally galling to a man like him, and is much to the detriment of his properties. But we have as much right to live as other people, and are in the business to stay."

THE experiments made in this country and Europe by military and naval experts to test the value of nickel steel have shown results of such importance as to lead many to believe that this new compound metal will come into general use for all purposes that require great tensile strength. Many practical metallurgists are employing their ingenuity and skill to perfect this material. A press dispatch from Pittsburgh gives the following report of what one man has accomplished:

Thomas Harrington, of Allegheny, has demonstrated the possibility of thoroughly fusing steel and nickel in any proportions so as to make a material which will be perfectly free from porosity and quite homogeneous. This is a result heretofore unattained. Mr. Harrington yesterday tested a piece of steel with an alloy of a little over 3 per cent. of nickel. The stock used in making the steel was ordinary spring steel stock, and having a tensile strength of 60,000 pounds to the square inch.

When the metal was ready for pouring, Mr. Harrington added a flux of his own, and the cast was made into 3/4-inch square ingots. One of these was hammered down to an inch square. A test made in the laboratory here showed a tensile strength of 153,350 pounds to the square inch and an elongation of 2 1/2 per cent. This is regarded as a wonderful result from such poor stock. Harrington claims to be able to treat open-hearth steel from which armor plates are made just as easily. The discovery opens up a possibility for making armor plate of great strength and little weight.

THE annual council of the Farmers' Alliance, in session last week in Florida, adopted unanimously the following preamble and resolutions:

Whereas, Said bill involves a radical revolution in the election machinery of the Union, both State and national, and its passage will be fatal to the autonomy of the States and cherished liberties of the citizens; therefore, be it

Resolved, That we do most solemnly protest against the passage of said Lodge election bill, and we most earnestly petition our Senators to employ all fair and legal means to defeat this unpatriotic measure; and

Resolved further, That a copy of these preambles and resolutions be forwarded to each Senator in Congress.

The body that took this action represents a membership of more than two million citizens of the United States, and an organization that in the Congress that will meet a year hence will have nearly fifty members elected by its aid and in sympathy with its purposes.

United States Tin Plate.

When it was known that the House Committee on Ways and Means intended to put a duty on tin plate, very many excellent gentlemen, not heretofore known as philanthropists, suddenly appeared as such before the public. Some of them went before the committee to convince those rash (?) Congressmen that what they proposed to do would "impose burdens too grievous to be borne upon an already overtaxed people;" others sought the rostrum and from it made their complaints against this measure; others secured the active assistance of many influential papers for the purpose of setting public opinion against the proposed enactment; eminent statesmen made the halls of Congress ring with their eloquent diatribes and withering sarcasms. It was claimed that the proposed tax was solely in the interest of a Pittsburgh monopoly that made a bogus tin plate; that there was no tin in the country; that plate could not be made here except at an exorbitant price; that the great canning industry would be ruined; that it was putting a heavy tax on the dinner pails and drinking cups of laboring men; that every farmhouse kitchen and dairy would suffer because of it—in fine, that no one would be benefited except one manufacturing concern, to which the whole country would be compelled to pay heavy tribute. In spite of all this outcry the protective duty was imposed, and next summer the law will go into effect.

The discussions preceding the passage of this measure gave to all who imported or dealt in tin plate such a chance as seldom comes to merchants. Their stocks of plate had cost them no more than before. The new duty would not go into effect until midsummer next year, but while these facts were carefully concealed from the people, prices were considerably advanced and consumers were made to pay accordingly. Everywhere people complained of the bill as an outrage, when the blame should have been laid on those who realized great gains by taking advantage of the false impressions that had been made by public speakers and anti-protection newspapers.

It was not true that there was no tin in the United States. Equally untrue was the assertion that—tin or no tin as a native product—we could not make tin plate in this country. It was known to many who gave currency to these falsehoods that extensive tin mines had been opened in the far West, and that in several places in the South were large areas under examination that gave every surface indication of great veins of rich ore. It was also an undeniable fact that between 1870 and 1880 a number of tin plate works were started in this country that competed successfully with those of Wales until the manufacturers there, follow-

ing the long established British policy, sold tin plate here at less than the cost of production, and forced all these young establishments to abandon the business. Then, having entire control of the American market, they advanced their prices to figures that soon repaid their temporary losses, and ever since they have derived their chief profits from this country.

The protective duty of the new tariff law was intended to give confidence to capitalists to embark in the tin plate industry, and to stimulate geologists and mineral prospectors to engage in the search for tin ores. It has already accomplished both results. Contracts have already been made for the construction of buildings and machinery for quite a number of firms and corporations, and other similar enterprises are projected that will soon be fully organized and begin upon their plants. Among the former are the St. Louis Stamping Co., the Chicago Tin Plate Co., the United States Iron & Tin Plate Co., the Apollo Iron & Steel Co., of Pennsylvania, and Somers Bros., of Brooklyn, N. Y. Among those who are obtaining estimates for tin-plate mill machinery and equipments are Swift, Armour & Co., who propose, it is stated, to manufacture, at Elizabeth, Pa., all the plate they use in their immense meat-canning industry; James B. Scott & Co., Pittsburgh; Kirkpatrick & Co., Leechburg, Pa., and a company at Minneapolis, Minn. Among the companies recently organized for either mining or manufacturing, or both, are one at Saverlake, Va.; the Montana Consolidated Tin Mining Co., of Chicago, and the Baltimore Tin Plate Co., each with an authorized capital of \$2,000,000.

Of the St. Louis Stamping Co., which is owned principally by Congressman Niedringhaus and his brother, who have placed orders for machinery that will make 2,500 boxes of plate a week, the Pittsburgh Dispatch says:

The Messrs. Niedringhaus have been in Pittsburgh since last Wednesday placing orders for the machinery and material necessary for their plant, which they hope to have in running order at St. Louis by July 1st, when the new duty goes into effect. The Garrison Foundry Co. have secured the bulk of the job, which will aggregate about \$200,000. Ten years ago Mr. Niedringhaus built a tin-plate mill at St. Louis, but he was soon forced to discontinue work there on account of the low duty. His intention now is to revive a business which will employ a large number of men.

Interviewed in regard to the new enterprise, Congressman F. G. Niedringhaus said: "I suppose the foreign manufacturers will combine to make the price of tinware as low as possible to bust the makers in this country, but if the present prices were maintained I have figured that I can discount them. The duty, however, has been put on to guard against such a contingency. The foreign manufacturers claim that it is ridiculous to try and make tin plate here, as our labor is from two to three times as high as theirs, but they forget that fuel is handy and cheap in this country, and will offset the difference. It

doesn't have to be moved very far, and the freight is slight. It has also been stated that we haven't the workmen in America, and under the contract labor law we can't import them. This is not true. Under the new law we can import as many men as we please for a new industry, and we intend to bring over some, but the majority of our employees will be from this country. This ought to dispose of that difficulty. As for the tin, we have a good supply in the Black Hills, from which we will soon secure most of the block tin in this country when the process for separating it is completed. The greatest difficulty is to secure the water to wash out the quartz. England gets the bulk of her supply of block tin from the Dutch Islands and Australia, and the freight to America from these places is only a trifle more than to the British Isles."

The foregoing serves to show how senseless was the opposition to the protective duty imposed on tin plate, and how great was the ignorance of those who honestly believed that it could not be manufactured in this country. The British iron and steel men who recently visited the United States could have given these uninformed Americans some information on this subject had they seen fit. They are talking quite frankly about it to their fellow-countrymen since they reached home. Among those distinguished visitors was Sir John Jones Jenkins, of Wales, who was interviewed on his return by a representative of the Western Mail, and in that paper of November 6th is reported to have said: "These people (the Americans), although there is much against them at present, will eventually make tin plates. Circumstances were against them when they started making iron. They have conquered those circumstances, and last year made more pig iron than we did in England." He further stated that the only difficulty he saw was the "wage question." "The extra wages in the block plate department would absorb the whole of the tariff as at present fixed. * * It is no use burking the question or hiding our heads in the sand. These people are almost certain to make plates for themselves, and perhaps for other people. We have to compete with them, and to do this I recommend two things—first, the use of the most economical methods and the best appliances for saving labor, and secondly, the opening of fresh markets."

If at Chicago, St. Louis, Brooklyn and Pittsburgh tin plate can be made at a profit, then surely the same can be done not only at Saverlake, Va., but at many other places in the iron districts of the South. The "wage question," which is the only difficulty Sir John Jones Jenkins sees in the United States, is greatly in the South's favor, as are also the low prices of wood for plate boxes, the cheapness of coal and iron, the abundance of pyrites from which sulphuric acid can be made, the lower cost of locations for plants, the price of building materials and many other items of construction expense. Evidently the tin plate industry is one that the South can engage in with every assurance of success.

American Credit in London.

The tight squeeze in London and the solid ability and strength of American financiers have made a profound impression upon European capitalists, with prospective results that will fully substantiate all that was prognosticated by Major George B. Cowlam in his able review of the situation, as published in his communication to the MANUFACTURERS' RECORD two weeks since.

Monday's New York Tribune contained an interview with Mr. Nathaniel Page, of Washington, a financier as well known in London as in the American metropolis. Mr. Page has made twenty-two business journeys to London in the last eleven years, and is thoroughly well posted concerning financial matters in that great money mart. Arriving on the Teutonic last Wednesday from the center of disturbance, he was fully qualified to give an intelligent version of what had occurred, and of how it had affected American credit and enterprises. To the Tribune interviewer he said:

It was just about as tight a squeeze as London could stand without going under, for had the assistance from the Bank of France been withheld another twenty-four hours, the Bank of England could not have taken up the Barings' obligations, and scores of smaller houses would inevitably have followed the collapse of the Barings. The Baring guarantee is backed up by more names than have been made public, for it required a tremendous line of credit. I am informed that English capitalists have lost over \$300,000,000 in South American speculations in the last five years, so you can appreciate what a drain there has been on the coffers of London banking-houses. This money was about equally divided between government and industrial investments, and it looks as if the bulk of it were a total loss. The instability of the South American governments, and the unscrupulous schemes of some of their politicians, are responsible for this wreckage of English capital. When it will end, and how, no one can accurately foresee. There must be liquidation and a footing up of balances before confidence can be fully restored. That will require many months of inquiry and scrutiny.

"Then you do not look for a rapid building up of credits?" the reporter asked Mr. Page.

"I do not," he replied, "though, despite this great squeeze, England is commercially sound at the core. This has been a sloughing off, though it has gone deeper than was expected. It will result there, and I anticipate in this country as well, in the withdrawal of capital from purely speculative or highly watered enterprises, but I believe the valid ones will find no great difficulty in securing capital. The crisis has helped us in this respect, that it has demonstrated to the world, and to no country more than England, that we can take care of ourselves over here. The way New York withstood the crash was a surprise to Londoners, and an agreeable one, I can assure you, to Americans staying in London at the time. It opened the eyes of foreigners and raised this country considerably in their estimation as a money center. This better impression regarding American affairs comes at a time when England is feeling that we have scored a point ahead of her in gathering the South American republics under our wing, and insuring the stability of the governments on the plan outlined by Secretary Blaine.

His policy is regarded abroad as a notice to European countries that America has the power and strength to dominate the Western Hemisphere and that we are going to do it. England was preparing to do just what Secretary Blaine has done in the South American affairs, and his anticipation of their purpose has brought them to regard him as the leading statesman of our country."

Mr. Page further said that there had been, immediately after the recent elections in this country, a prevalent impression in England that protective duties would be repealed, but when English manufacturers learned that the Senate and President stood in the way of any such change of policy, they did not conceal their evident disappointment. He said furthermore:

This was only in a few instances, however, for the English manufacturers realize that our national policy is for protection, and that sooner or later they must manufacture in America what they sell here if they hope to retain our trade. I heard a good deal in London about preparations for establishing branch factories over here, and I believe we will see scores of English factories erected here in the next few years. I am also of the opinion that the stream of English capital that has been going toward South America has been diverted to this country by two agencies—first, the rottenness of all their previous investments there as disclosed by the recent troubles; and second, because England feels that Secretary Blaine's policy gives the United States an inside track there on all worthy investments, and that she is not in position to contest our right. The admirable exhibition to the world of our strong financial soundness, when London was in distress, has done more to help us in these directions than all other influences combined.

An expensive sea-wall was recently completed at the Hodbarrow mines, Millom, England, on the estate of Lord Lonsdale. This wall reclaims from the sea an area of about 33 acres, containing a bank of valuable hematite ore 90 feet thick. For many years this ore had been worked on the northern shore of Duddon estuary until the sea margin was reached, and it became necessary to build a breakwater to keep back that portion of the sea in front of the mine in order that the ore beneath the surface might be mined without causing an overflow of the land. The cost of the plant used by the contractors was \$100,000 and upwards. The massive barrier is of solid masonry two-thirds of a mile long, and for half that length the height from the foundation to the parapet is 50 feet. This wall is exposed to the full force of the waves driven up from the Irish channel, where southwesterly gales are blowing, and was necessarily made exceedingly strong to resist their violence. Contrast the situation of this English ore bed with the hematite deposits in the Southern mountains. In the one case, the necessity of going down into land reclaimed at great expense from the sea, with all extra charges that necessitates; in the other, ores embedded in the mountain sides that can be mined and

taken out at a minimum of cost for plant and labor. This contrast of conditions between the iron mines of Great Britain and those of the Southern States made its natural impression upon the visiting iron-masters and mining engineers who journeyed through the South, which will have a marked influence upon their investments and their business policy for the future.

REFERRING to the "Southern Interstate Immigration Convention" that is to be held next week at Asheville, N. C., the Roanoke (Va.) Times pertinently remarks:

A body of this character can accomplish much good for the South, in an immigration point of view, but it requires a nicety of discrimination and judgment, indisputable elements of generalship, much persistent effort and a good deal of money. We have every one of these ingredients in the South. We hope they will be amply represented at the meeting at Asheville.

Let all who participate in the Asheville meeting resolve to endorse only business methods that are visibly practical, and to put in charge of the duties to be performed men who are thoroughly competent. Unless these two points are borne in mind, there is a danger that their meeting will produce no results.

The suggestion of the second paragraph is both timely and wise. Southern business men of the standing and influence of many of those who have been delegated to attend this convention cannot afford to leave their affairs and spend several days from home simply to listen to speeches glorifying the South. If the callers of this convention are able to show that they have accomplished practical results during the past two years, and will then present plans for future work that the judgment of business men can approve, the convention will undoubtedly endorse what they have done and what they may propose for the future. But in a matter of this importance a mere "say so" report should not be accepted. A so called "bureau" has been collecting money from Southern municipal and trade corporations to carry on an alleged work. Has that work been done? What positive, tangible results has it to show? These are things the convention ought to know all about before any endorsement of what has been done shall be given.

REPORTS received from the officers of the Antietam Manufacturing & Land Improvement Co. are to the effect that subscriptions have come in from all parts of the South and East of such size and in such numbers as to more than justify the hopes of the organizers of the project. In spite of the financial stringency the enterprise has commanded widespread support on account of the superior location and transportation facilities, and the abundant resources immediately tributary. The public mind seems to have fixed on Shenandoah Junction as the site for a high class industrial town, and the wonder to everybody is that it has so long remained unoccupied.

For the Public Safety.

In "The Resources of West Virginia," a book carefully compiled by men well qualified for the task, there is a paragraph on soda ash as follows:

There is not a soda ash manufactory in the United States. There are the skeletons of many, killed dead under a competition under free trade tariffs, or free trade clauses in protective tariffs, which represent the difference of wages paid to common laborers in the United States and Great Britain, 50 cents a day there, and \$1.50 a day here. But there is not a single living, kicking soda ash factory in our whole country. If a war should break out between Great Britain and the United States we would be instantly cut off from the supply of the materials to make bread, soap, glass and paper. The manufacturing interests dependent upon soda ash and its co-relations would forthwith be brought to the greatest distress or absolute ruin. So soon as the imported stock on hand was exhausted, we should have to depend upon blockade running to obtain the chemical element necessary to enable the nation to wash its clothes and raise its bread and cakes. In the event of such a war, soda ash would go up to \$2 per pound; indeed, it could not be gotten at any price. Our people would expiate with widespread distress their folly in not having encouraged and established this article of prime and indispensable necessity, at least to the point of independence from foreign supply.

These statements, though not literally true, were so close to the truth as to cause painful reflections. They showed our absolute dependence on a foreign country for a chemical element the lack of which would prevent the production of a number of articles in universal use. While there is no probability that war will ever again occur between Great Britain and the United States, yet there is, and always will be until the millenium dawns upon the world, the constant possibility of such an event.

Washington's advice to his countrymen, "In time of peace prepare for war," meant more than the building of forts and fleets, the manufacture of arms and munitions, the training of officers and men. The foremost soldier of the war of independence, the first President of the young republic, had learned in the long and often gloomy years of the American revolution the evils of dependence upon foreign nations for anything essential to the safety, peace and prosperity of his native land, and, as at the beginning of his presidential career, he recommended the passage of a protective tariff act, so, upon his retirement from public life, he embodied the same patriotic advice in the famous sentence we have quoted.

In the tariff act recently passed an attempt has been made to follow the spirit of Washington's advice by putting such duties upon soda ash and its co-relations as will encourage Americans to engage in their manufacture.

The last subdivision of schedule A, under the heading "soda," reads as follows:

Bicarbonate of soda or supercarbonate of soda or saleratus, one cent per pound.

Hydrate of, or caustic soda, one cent per pound.

Bichromate and chromate of, three cents per pound.

Sal-soda, or soda-crystals, and soda-ash, one-fourth of one cent per pound.

Silicate of soda, or other alkaline silicate, one-half of one cent per pound.

Sulphate of soda, or salt-cake or niter-cake, \$1.25 per ton.

These duties are high enough to protect all who have at command the natural elements from which these chemicals are obtained from being broken down by foreign competition. Under their stimulus several manufacturing have already been projected in Virginia, and others will be as soon as it shall be demonstrated that this business is profitable.

DISCUSSING the improvement of the Mississippi river, the Age of Steel says: "The levee system for controlling the floods of the Mississippi unquestionably has the preference to day among those vitally interested in the lower river improvements. Every river convention which we remember as having been held in recent years has favored that system, as against the outlet theory or any other method suggested for the prevention of the periodic overflows in Arkansas, Mississippi and Louisiana." After describing at some length what other methods have been suggested, the article ends with the following pertinent paragraph: "However, this much is clear in connection with the question of Mississippi river improvements, regardless of the system to be applied in the premises—it will require much more liberal appropriations to put the river in a steady, navigable condition, free from overflows, than Congress has been in the habit of according. Small sums are frittered away on its magnificent fetches of hundreds of miles. Not less than \$10,000,000 a year regularly for the next decade ought to be expended between Cairo and New Orleans in systematic and continuous improvements. True, this amount seems large on first thought, but when \$150,000,000 a year can be spared for pensions alone, it would certainly seem that the vast commerce of the West and South might ask for one-fifteenth as much on its own behalf without blushing."

THE rapidity with which Great Britain is getting ready to control the commerce of the East Indies by utilizing the Canadian Pacific Railway as a short cut across this continent, and by establishing a line of fleet steamships between Vancouver's Island and the ports of Australia, Japan and China, ought to arouse Congress to the importance of the immediate passage of the shipping bills now pending. Vancouver, a new town on the island of that name, is to be to the western terminus of the Canadian Pacific what San Francisco is to two of our transcontinental lines, for then the British subsidized steamers will transfer their freights from the Orient to the cars that will transport

them to the Canadian Atlantic ports, where other steamers will be in readiness to carry them to Europe. This means the opening of a new and formidable competition for the trade with Western Asia and with Australia that will place at great disadvantage the American ports of Puget sound, of the Columbia river and of the Golden Gate unless Congress speedily enacts the shipping bills. A recent dispatch from that far Northwestern city says:

The Vancouver people have high hopes of securing an enormous trade from the China, Japan and Australian shipping. This trade is already of considerable consequence, but the fast steamship line which will be established in connection with the Canadian Pacific Railway next year will soon treble its volume. It is a common sight to see any day from six to a dozen large sailing ships, two or three ocean-going steamers and a couple of score of smaller coasting vessels in the harbor either loading or discharging freight. Already Vancouver boasts of electric cars and electric lights, besides water, gas and sewerage systems.

Through the supineness of Congress this country has seen nearly all of the foreign commerce of our Atlantic and Gulf ports drift into the control of Europeans, and if the cry of subsidy shall continue to paralyze our national legislation, we shall lose a large proportion of the Pacific trade we now enjoy.

GEORGIA'S lumbermen have united for mutual protection against the exactions of middlemen and the robberies of sharpers. The whole of Southern and Southwestern Georgia is covered with stately forests of the long leaf-yellow pine, and the four railroads that traverse that region are lined with saw mills. The cut of these mills has heretofore been handled and controlled by middlemen and lumber firms in the North and Northwest. Unprincipled concerns have robbed them of thousands of dollars. To put a stop to these losses the mill men have made an arrangement with the Oglethorpe Lumber Co., of Macon, to handle their entire products at a stipulated price per thousand feet, they submitting the original contracts to the mills and dividing the orders pro rata to their capacity. Under this arrangement a principal office is to be opened in Philadelphia, with branch offices at Cordele, Savannah and Brunswick. Through this agency the lumbermen of Georgia hope to throw off the shackles that long have bound them and retarded their prosperity.

STAUNTON has long and justly been considered one of the most delightful residence cities of inland Virginia. Recently her people have been acquiring an equally well-founded reputation for enterprise, the Staunton Development Co. being the organization through which they acted. This corporation some time since saw that a local industry, the Staunton Shoe Manufacturing Co., might be developed into a large concern that would furnish employment to many people and contribute to the prosperity of their city. They therefore furnished sufficient additional capital to enable that company to enlarge its business. Recently the Development Co. has sold to Messrs. E. & A. Asher, proprietors of a large shoe business in Philadelphia, a controlling share in the business, and under their experienced management new buildings will be erected, will be equipped with the most modern machinery and appliances, and before long the Staunton Shoe Co. will be able to meet all demands for their goods.

GENERAL NOTES.

THE citizens of Houston, Texas, issued a call last October for a convention to assemble there this week to arrange for concerted State action looking to Texas' interests and representation at the Columbian Exposition. Every county, city, town and hamlet, and all organizations and corporations, were requested to send delegates. Last week the State Board of Agriculture of North Carolina decided to memorialize the General Assembly, which will meet next month, to appropriate \$55,000 for the purpose of presenting a complete exhibition of the State's resources at the same exposition, the board agreeing to assume the responsibility if the means were provided.

THE mines of the world, says the *Economiste Francaise*, in the year 1888 produced of metals of all kinds, of coal, salt and petroleum, a grand total of 508,939,000 tons, with a value of \$1,776,000,000. To this vast sum coals contributed almost \$700,000,000, or about 40 per cent., while the entire value of the gold and silver products was but \$260,000,000.

THE business men of Wheeling, W. Va., at a meeting held some weeks since, appointed a committee to visit Charlestown and ascertain whether the statistics published by the improvement company of that town were facts or myths. That committee, after spending several days at Charlestown, returned home fully convinced that that place had many superior advantages. Mr. Clarence Irwin, a member of the committee, informed the Wheeling Register that iron ore of a fine quality was very abundant, and that fuel was as cheap if not cheaper than at Wheeling. He referred also to the nearness of Charlestown to tide-water, and to the unusual railroad advantages it already had and to others that would soon be completed. He expressed his conviction that the Southern part of the State would, because of ready access to the coal fields by the railroads now under construction, eventually revolutionize the Connellsville coke business and considerably disturb the conditions under which iron and steel are now made in the vicinity of Wheeling.

CARNEGIE is a suburb of Johnson City, in East Tennessee. It lies in the angle formed by the intersection of the Three Cs Railroad with the East Tennessee, Virginia & Georgia. Fronting the track of the first-named railway is the Carnegie furnace, now rapidly nearing completion, in which 125 tons of Bessemer steel is to be made daily from Cranberry ore. It is expected that this furnace will be blown in by or before the first of March. Should it prove to be the success that all hope, then will begin a new era of steel production, for the Cranberry Co has for several months been running a small furnace with coke fuel, and produced a quality of iron that sells readily in Pittsburgh at \$28 net per ton.

GALVESTON'S trade for the first three months of the cotton year of 1890, as set forth in the figures given by the Galveston News, show a remarkable expansion of foreign trade as well as a healthy domestic business. The imports for the three months of September, October and November amounted to \$14,118,000; the exports, foreign and to home ports, were valued at \$27,731,387. The bank clearings for the same period were \$101,775,855, while those of last year were but \$32,951,217. The exports of cotton to foreign ports were 337,930 bales, valued at \$18,134,650, while shipments to New York during the same time were 174,121 bales, amounting to \$8,733,050. The receipts of wool for the three months

were 3,145,526 pounds, as against 1,296,348 pounds last season. The export of cotton-seed oil cake to English, Irish and Continental ports has been unusually heavy. The total for the three months was 237,358 packages of 38,465,772 pounds, valued at \$387,031. The number of vessels arriving and clearing has been unusually large, and their carrying capacity has been much greater than at any former season. The foreign fruit trade with the Northwest has been rapidly developed, and has employed a number of sailing vessels between Galveston and ports on the Mexican coast. The News also says that the wholesale trade is growing rapidly, and that manufactories of many kinds are flourishing. In the table of exports to foreign countries Great Britain stands first, having taken \$14,757,712 worth of goods. Then in their order are France, with \$1,734,638; Germany, with \$1,051,277; Russia, with \$1,025,242; Mexico, with \$69,177; Denmark, with \$51,392, and Ireland, with \$8,756, making a total sold abroad of \$18,698,194. Galveston is evidently forging ahead.

HARRISONBURG, VA., was the scene of a land sale two days last week, the properties offered belonging to the Richmond & Harrisonburg Land & Improvement Co. Although the weather was unfavorable, there was a good attendance and spirited bidding, resulting in the purchase of 270 lots at an aggregate of \$74,065. This company has reserved 150 acres for manufacturing plants, of which it has already secured several of considerable size. The projected line of the Harrisonburg & Elkton Railroad, which is to connect the Baltimore & Ohio with the Shenandoah Valley Railroad, will run through this town.

EASTERN NORTH CAROLINA is watered by many streams that flow into Albemarle and Pamlico sounds. Chief of these in commercial importance is the Roanoke, a river navigable from Franklin, Va., to where it empties into Albemarle sound, opposite the ancient and beautiful city of Edenton. During seasons of great freshets, which are of almost annual occurrence, this river, whose channel in its lower reaches is very tortuous, overflows its banks, covering the adjoining country for miles, destroying standing crops and sweeping into the channel fallen trees, bushes and other debris that, as the flood subsides, become impediments to navigation. Last week a consultation meeting was held at Scotland Neck, which was attended by delegates from Halifax, Northampton, Bertie and Martin counties. After an exchange of views, resolutions were adopted to send a committee to the State legislature to request that body to apply to the National Congress for the passage of a law for the improvement of the navigation of the Roanoke by the construction of dykes from Weldon down the river wherever they should be needed. The committee was also instructed to ask the legislature to assign to the care of the general government a force of the State's convicts to be employed in the work. It was the opinion of the meeting, based upon what has been done on the Mississippi and its tributaries, and upon the reports of engineers who have examined the Roanoke, that by the building of such a dyke system it would be kept open to navigation.

CITIZENS of Muscogee county, Georgia, have petitioned the Superior Court of that county to incorporate the "Chattahoochee Hedge Co." The object of the proposed company is to create and maintain fences and hedges within and without the State, operating under certain patents that cover "the planting, raising, trimming, plashing and otherwise maintaining of hedge fences."

Bright Prospects of Jellico, Tennessee.

[Special Cor. MANUFACTURERS' RECORD.]

JELICO, TENN., Dec. 1, 1890.

With unmistakable clearness the hand of destiny points to this little mountain town as one of the greatest coal shipping points in the entire South. Until within the past decade this was practically an unexplored region, the first coal mine being opened on the completion of the railroad in 1883. Up to that time there were not more than four or five houses in Jellico, but the discovery of superior coal in inexhaustible quantities naturally brought about an era of activity, and now there are something like 4,500 people within a radius of three miles, the town contains no empty houses, and two railroads are unable to afford adequate transportation facilities for all the coal mines in the immediate neighborhood.

There are five principal mines in and near Jellico, most of which are models in equipment and management. Of so superior a quality is the product that an English company are anxious to purchase these five mines for \$1,275,000. It is the intention of the company to consolidate the mines under one management and increase the output to about 200 cars per day. After awhile, when the railroads now in contemplation are completed, this enormous product will be still further increased, Jellico coal having already attained a reputation second to none. In fact, it is the only Southern coal which for domestic purposes rivals Pittsburgh coal, and it is sold in Louisville, Cincinnati and elsewhere alongside of Pittsburgh coal, many consumers even preferring it to Pittsburgh coal at the same price. The coal measures being above the water line, in the mountain sides, cheapness of mining makes it possible to furnish a very superior quality of slack and steam coal at nominal figures, such fuel being obtainable in any quantity desired at from 10 to 25 cents per ton.

In addition to this coal, there are immense deposits of the very finest bird-eye cannel and coking coal in the immediate neighborhood. The entire output of one of these cannel coal mines is sold in Europe, and the demand is always greater than the supply. Negotiations are being made by a strong company for the purchase of 20,000 acres of cannel and coking coal fields, which will be operated on a big scale, and the entire output will be marketed at Jellico.

It seems inevitable that the whole South must be supplied with coke from the Jellico coke fields. It is of the same quality as the Pocahontas coke, which is in some respects superior even to the Connellsville coke. To-day Pocahontas coke is purchased in Chattanooga at \$4 a ton in preference to native coke at about \$2.30 per ton, and in these days when the manufacture of iron is being daily reduced to a finer science, and each item of expense necessarily more carefully studied, the difference in freight charges will inevitably operate in favor of the Jellico coke at all points south of the Kentucky-Tennessee border line.

There are about 12,000 acres of coking coal within a mile or two of Jellico, an analysis of which, made by Carnegie Bros. & Co. at their branch office, 48 Fifth avenue, Pittsburgh, Pa., on May 22, 1890, and signed by H. M. Curry, manager, is as follows:

Water and volatile matter.....	2.30
Fixed carbon.....	93.90
Ash.....	3.70
Sulphur.....	1.091

It is self-evident that a very extensive development of such magnificent resources will not be long delayed, and within the next year tens of thousands of dollars will undoubtedly be invested in the coke fields of Jellico.

The importance of the Jellico coal fields

is everywhere recognized, the company which has made Middlesborough so conspicuous a success having acquired very extensive coal lands adjacent to Jellico. And the Middlesborough people never sell their coal holdings; they will lease the lands, but never relinquish ownership.

With reference to the iron industry, Jellico is most advantageously located. Red hematite ore abounds in easy access to Jellico, and only a few miles away are large deposits of Oriskany ores, while not far distant is a fine quality of brown hematite. The magnetic iron ores of North Carolina are only 100 miles away, and by shipping Jellico coal to that region and returning the cars with North Carolina ores, these ores can be very profitably worked in connection with the native ores. In fact, Prof. J. B. Holing, of the Kentucky State geological survey, declares that iron ought to be made cheaper in this section than in any place he knows of. The native ores are admirably adapted to the basic process, and also make excellent foundry iron, he says. The establishment of extensive furnaces, machine shops and iron works of various sorts is one of the certainties of the immediate future of this section.

As a prospective railroad center Jellico possesses such peculiar natural advantages as to make it certain that a number of through lines will, before very long, be added to her present systems. It is the natural pass through the mountains particularly adapted to the needs of north and south lines. Here at Jellico are the Narrows through the Pine mountains, and almost directly south a few miles distant is Big Creek gap through the Cumberland mountains, and these are the only two water gaps or natural passes occurring in conjunction along the whole length of these ranges. Everywhere else along this great double Chinese wall skirting the southwestern lines of Kentucky and running well down into Tennessee it is necessary in railroad building to expend vast sums of money in tunneling through one of these ranges, all other gaps occurring alone in one or the other range. By reason of the great saving in cost of construction, the peculiarly favorable situation at Jellico will bring to that city all the lines which contemplate extensions in that territory. This fact is recognized by the thriving, pushing city of Middlesborough, Ky., a railroad from which place, 38 miles distant, is about to be constructed, running between the mountain ranges along a natural waterway to Jellico. The importance of this road to both Jellico and Middlesborough is apparent. It traverses one of the richest mineral sections of the South, gives Middlesborough access to the great Jellico coal fields, and puts Jellico in connection with the east and west railroads which Middlesborough is reasonably certain to secure in the near future.

It is thought to be definitely settled that the East Tennessee, Virginia & Georgia Road, which now has its northern terminus at Jellico, will build up through the Narrows and make a connection with the Cincinnati Southern, which road and its extensions soon pass under the control of the East Tennessee, Virginia & Georgia. A road has been chartered to run from Jellico to Williamsburg, and thence to Flat Rock, on the main line of the Cincinnati Southern; and it is understood the East Tennessee, Virginia & Georgia people are considering the advisability of securing this route. They are also contemplating an extension north from Jellico to Beattyville, Ky., via Pineville, up Straight creek and through a very fine timber, iron and coal country. At Beattyville (to which city the Kentucky Union Road now runs) connection would be made with the Louisville Southern, a feeder of the Cincinnati Southern system, which is now finished to Richmond, and is being pushed on to Beattyville as speedily as possible.

There is also a probability that the Louisville & Nashville Road will determine to push on from Jellico through Big Creek gap to Knoxville an advantageous extension, which could be made without great expense.

In addition to these probable roads the logic of the situation forces the conclusion that Huntington's road, the Kentucky Central, must build through Jellico and Big Creek gap to Knoxville. That road now runs from Cincinnati to Livingston, Ky., and there it stops. As there is every reason why it should be extended, and none why it should continue to make Livingston its terminus, and as the Narrows and Big Creek gap seem to furnish the only feasible Southern outlet, it certainly appears plausible that the Kentucky Central will some day assist in relieving Jellico of the embarrassment now occasioned by very inadequate transportation facilities.

With all that Jellico has done and has in prospect, there has been no booming of the town, and her growth has been of the solid and substantial kind which comes in a natural business way. The ambitions of her citizens are not of the vaulting kind, their aims being simply to let the world which is inclined to feel interested know the advantages which she possesses for coal mining, iron making and woodworking industries, and they feel assured, following in the wake of these developments, opportunities for profitable real estate investments and business enterprises will come. Their coal is inexhaustible and unsurpassed; iron ore is in close proximity; all the hardwoods—oak, ash, hickory, poplar, etc.—abound in the contiguous country; the climate is mild and healthful, and they feel certain that large investments will follow an investigation of their resources and advantages.

Houses and buildings are in big demand, and are leased for a year in advance before completion at as much as 20 per cent. per annum on the cost, which gives some idea of the real estate market and the general activity of the place. There is now a very extensive tannery in successful operation. A number of large brick buildings are under contract; a new opera-house is contemplated; a 20,000-ton ice-making plant is to be constructed, and a number of other enterprises are under way, promising a continuous growth and increasing prosperity.

The real estate interests of Jellico are represented by Messrs. Siler & Finley and Mr. W. T. Roberts, who are at all times ready to furnish any information in their power. The London & New York Land Co., a very strongly-backed corporation, of which Mr. R. A. Mitchell is president and general manager, has laid out a large addition to the city, and is improving it and working for the establishment of industries, especially of iron. They hold no public sales of lots, preferring to make individual sales to desirable parties. As an indication of the broad spirit of enterprise they possess, and of their determination to do everything in their power to assist in the material improvement and advancement of Jellico, it is worthy of note that this company has arranged to furnish the entire city with the clearest and coldest of water, the source of supply being a mammoth spring which bursts out of a mountain side 363 feet above the valley, and affording a supply of purest water sufficient for a population of 25,000.

ALBERT PHENIX.

"THE MECHANIC'S COMPLETE LIBRARY" is a valuable publication, whose contents are well defined by its title. In these days of new inventions and additional tools and appliances the mechanic who would keep to the front must be learned in his craft as well as hand-skilled, and this little volume supplies a ready reference at all times. Laird & Lee, 203 Jackson street, Chicago, publishers. In paper, \$1.00; in cloth, \$1.50.

Notes From Dallas.

DALLAS, TEXAS, Dec. 5, 1890.

Editor Manufacturers' Record:

Dallas is looking forward to a most prosperous year. Everything is full of promise. With additional cotton mills and other manufactories contemplated and soon to be built to supplement those now in successful and profitable operation; with great, tall, modern business blocks going up in the business section; with a new impetus to the growth of all the suburbs; with millions to be expended in public and private improvements; with good crops in every portion of Texas, and with credit as fine as any city in the Union, it is thought that Dallas will receive a liberal per cent. of new blood and additional capital from the North and East during the next twelve months and start upon an era of growth and prosperity yet unprecedented. The people of Dallas are greatly encouraged over the many inquiries brought in the mails each day from people who are anxious to learn about the favorable condition of affairs in this new Southwestern empire where such magnificent opportunities are unfolded for the advantage of the prospecting capitalist, manufacturer and artisan. The wonderful growth of the city during the past few months has attracted world-wide attention. The rich resources immediately surrounding the city make it apparent to even the most casual observer that as the country develops, the city, in the very nature of things, will grow to be one of the largest in this entire Southwestern country. Even under the present financial depression, complained of in almost every section of the country, Dallas continues to grow and her resources of wealth expand.

The next State legislature, which meets in January, will be asked to grant the city a new charter of government. This document will be framed with the view of obtaining the most liberal provisions in favor of the city's progress generally, and especially in carrying forward to meet constantly increasing demands the work of internal improvements. A proposition will be submitted to increase the incorporated territory in the boundary lines to thirty-six square miles, being six miles square. This will include a number of the suburbs, several of which are provided with water works, paved streets, sidewalks, etc. It is thought best to bring in every portion of the city and harmonize all under one united municipal government.

A contract has been closed for the construction of an electric line of street railway from the business section of the city to the northern portion, including a line to the grounds of the Manufacturers' Aid & Improvement Co. This road will open up to habitation a magnificent section, the development of which has been retarded and held back for the want of transportation facilities. Another electric street railway line is being built from the postoffice to and through East Dallas, bringing other growing suburbs into closer relation with the city. Upon the whole, Dallas is moving to the front at a rate of progress which is truly gratifying to those interested in her growth.

An enterprise for the manufacture of all kinds of articles used in pyrotechnics is to be established between Oak Cliff and West Dallas. Ground has been donated and plans for the buildings have been drawn and accepted. This will be a new enterprise, opening up to labor another avenue of employment.

THE MORRISTOWN (Tenn.) land sale, under the skillful auctioneering of Capt. E. A. Akers, of Knoxville, was quite a success. On the first day nearly 200 lots, 50x150 feet, were sold at prices ranging from \$1 to \$3 per front foot. Col. W. H. Turley, of Knoxville, bought a block of seven lots, and others from the same city made purchases.

Industries for Saverlake.

SAVERLAKE, VA., Dec. 8, 1890.

Editor Manufacturers' Record:

Notwithstanding the depression in business circles and the financial disturbance which has restricted speculation throughout the country, Saverlake progresses steadily, because there is no speculation connected with the enterprises.

Based upon mineral development which shall supply the raw material for many industries, the finished product of which becomes in turn the raw material of many other industries to follow, Saverlake is founded on a rock, and is not to be affected by the financial storm of a season. The best evidence of confidence of investors is shown in the fact that they refuse to sell at a very handsome advance. Their wisdom is apparent from the fact that great additional value has been given to the property by the formation of several more companies since the last appearance of the Saverlake News, and prominent among these is the formation of

THE SAVERLAKE INVESTMENT CO.,

which was organized December 2d with a capital of \$200,000, and with the following officers: President, J. H. Wayt, Staunton, Va.; vice-president, Thos. Dunlap, Saverlake; secretary and treasurer, J. E. B. Stuart, Buena Vista; manager, J. M. Henkle, Buena Vista; directors, J. H. Wayt, Thos. Dunlap, J. E. B. Stuart, W. H. H. Lynn, Staunton; J. M. Henkle, Saml. Saddington, London, England; S. M. Taylor, Lexington, Va.

The scope of this company will be a large and varied one, and includes investments in building houses, both stores and dwellings in brick and stone and lumber, and for the purchase and sale of real estate. The charter is a liberal one, and the names of the gentlemen composing the directorate ensure efficiency in action and prudence in management, while the success of the other building and development companies at Buena Vista is proof of the desirability of the stock of the Saverlake Investment Co. as profitable purchase.

The first efforts of this company will be directed to the erection of stores and dwellings, which are in great demand by parties who have arranged to locate at Saverlake.

The Loch Laird Estate & Mineral Co. and the syndicate which purchased 700 lots from it have each contributed 50 most eligibly-located lots, comprising 25 business lots and 75 residence lots, to the Saverlake Investment Co., satisfied that they can not only thus best serve their own interests and those of the lot-holders of Saverlake by so doing, and that the revenue to be derived from the Saverlake Investment Co. will be greater than any immediate profit from simple sales of lots.

Property owners at Saverlake will find in the stock of the Saverlake Investment Co. a safe and profitable investment and a direct benefit to values of their lots. The business of the company will proceed at once.

THE SAVERLAKE PRESSED & ORNAMENTAL BRICK CO.

The Saverlake Pressed Brick Co. is organized with a capital of \$30,000, full paid, to manufacture pressed front and ornamental brick from the superior clay on the Loch-Laird estate, and from which the ornamental sample brick were made which have attracted so much attention and admiration at Saverlake. The machinery for these works will be made by Chisholm, Boyd & White, of Chicago, manufacturers of the celebrated Boyd brick press, which produces pressed brick from dry clay under immense pressure, ready for the kiln from the machine. The plant will consist of a Boyd brick press, grinding and dry pan, Williams revolving screen, elevators, shafting, belting, a 20 horse-power horizontal engine and a 30 horse-power steel tubular

boiler, with the numerous and expensive steel moulds and dies for ornamental brick, and will turn out a product superior in quality and class to any hitherto manufactured in the South. The plant is contracted for and a portion probably already en route from Chicago to Saverlake. There will be also, in connection with the works, a patent continuous down draft kiln of a capacity of 200,000 brick each week. The brick-kilns are so constructed as to afford entire control of the heat applied. This kiln is guaranteed to turn out 95 per cent. of its product as merchantable pressed brick, and while far more costly than the ordinary kiln furnishes, are economy in production through superiority of product. The works will be under the charge of Mr. Harry W. Boyd, of the firm of Chisholm, Boyd & White, of Chicago, who is an expert in this specialty, and whose connection with it ensures success to the company. The principal stockholders are the Loch Laird Estate & Mineral Co. and several well-known Virginia gentlemen. The building for the machinery will be 30 by 60 feet and 33 feet high, and the patent kiln of very much larger dimensions. The lumber is prepared and the buildings will be erected at once, while, should weather permit, the works will be producing brick within the next 30 days. * * *

THE SAVERLAKE MANGANESE GRINDING CO., CAPITAL \$30,000.

This company has been formed for the purpose of grinding manganese for the trade, and will have a capacity of from ten to fifteen tons ground manganese daily, which will shortly be very largely increased. The works will be under the charge of Col. N. B. Floyd, of Lynchburg, Va., who has had a large experience in grinding minerals for the trade at his mill in Lynchburg, which is now engaged in grinding cement from the James river cement quarries. The company has contracted with the Loch Laird Estate & Mineral Co. for a supply of the high grade manganese of that company, which will also be a large shareholder in the Saverlake Manganese Grinding Co.

Ground manganese of quality such as here produced is salable at from \$40 to \$60 per ton in market, and the industry will be a most important one to Saverlake. The plant will include a 40 horse-power engine and 50 horse-power boiler, crushing and grinding machinery by the Sturtevant Mill Co., of Boston, of the latest improved type, screens, elevators and all appliances of the best plants for the purpose. In addition to large American orders, the company has contracts offered for entire product at best market price from Hamburg, Germany.

MANGANESE MINES.

The manganese mines of the Loch Laird Estate & Mineral Co. are in highly productive condition, and machinery for washing and concentrating 100 tons daily is now being erected. This plant is by Hauck & Comstock, Mechanicsburg, Pa., manufacturers of the most successful iron ore and manganese washing machinery in the United States, who also have contract for a large amount of hoisting and mine machinery for the Loch Laird Co.

SAVERLAKE TIN AND TIN PLATE WORKS.

This magnificent enterprise progresses steadily, and although of such a magnitude as to prevent rapid conclusion, is an assured success. It has been determined to increase the capacity to 8,000 boxes of tin plate weekly, and the capital from \$500,000 to \$1,000,000. A most important feature is that this company will own the patents for the "single pot tinning process" for the United States, cable having announced completion of purchase during the week, and also of the patent pickling machine and other valuable patents in the manufacture of tin plate. Under these patents the

great amount of tin plate of the world is now made, and without them economy of production or excellence of quality is impossible. The ownership of them for the United States is, therefore, a most important point and one which only a strong company can attain to. It also will furnish a profitable revenue from licenses granted other works. The Saverlake tin plate works will occupy ten acres of ground closely built on, and has arranged further for the adoption of one of the late improved direct process for the manufacture of steel at great economy, defying competition. It will employ some 500 hands and be a power for good in this region.

BRONZE AND BUILDERS' HARDWARE WORKS.

One of the most recent as well as important of the new industries secured for Saverlake is the closing of negotiations with a very large metal works of New England producing a complete and extensive line of bronze locks, knobs, hinges, door and window furniture and high-grade builders' hardware in iron and metal, bronze, both real and imitation, silver and nickel-plated goods. The machinery and patterns of this works cost alone \$250,000. It carries a stock of \$150,000 finished product and employs 300 hands. The officers and stockholders are among the heaviest capitalists in New England, and the removal of such a works to Saverlake means great prosperity to the locality. With the early spring this works may be expected to be in active operation here, and meanwhile will be run night and day to accumulate stock to supply its customers during removal.

COTTON MILL.

A cotton mill of 4,000 spindles or more is offered, and if our people will contribute can be secured for Saverlake.

No cotton mill established in the South during the past five years has failed to earn large profits on the capital invested, and no branch of manufacture has better prospect of success.

THE BUENA VISTA & SAVERLAKE ELECTRIC STREET RAILWAY CO.

is being organized, and as it is in the hands of Mr. Guyer, of Buena Vista, and A. T. Barclay, Esq., it is safe to be a great success. The line will be built and equipped at once.

A planing mill and sash, door and blind factory company is organized for Saverlake. The Chesapeake & Ohio Railroad Co. has arranged to put in the railroad sidings along the railroad front of Saverlake, and depot accommodations will soon be afforded. From the foregoing live items of progress at Saverlake it will readily be seen why the prudent and far-seeing gentlemen who compose the Saverlake Investment Co. have organized that enterprise, and why the shares of that company must be a most profitable purchase.

WIDE AWAKE, beginning with the Holiday Number, is permanently enlarged to one hundred pages, radiant with new and larger type, a new style of page, and fresh, strong literary and pictorial attractions. Mrs. Burton Harrison, whose story of "The Anglomaniacs" has been the sensation of the season in The Century, has written for Wide Awake a story called "Diamonds and Toads." Hon. John D. Long (ex-Governor of Massachusetts) furnishes six articles, under the general title of "Our Government," for the enlightenment of coming citizens—the boys and girls of to-day. Kirk Munroe, who lately lived for a time the life of a railroad man in all phases from parlor car to cattle cage, has put his experience into a thrilling serial for boys called "Cab and Caboose," striking pictures by Edmund H. Garrett. Margaret Sidney's new serial, "Five Little Peppers Grown Up," will tell more about Polly and Jasper and David and Joel and

Phronsie and others as it runs through the year; fifty charming illustrations by Charles Mente. "Marietta's Good Times" will chronicle in her own words, from her own manuscript, the childhood adventures of Marietta Ambrosi. "Miss Matilda Archambeau Van Dorn," a little girl who had a great many ancestors, is an irresistible little folks' serial by Elizabeth Cummings-Wide Awake is only \$2.40 a year. D. Lothrop Company, Publishers, Boston.

Feed Tank for Locomotives.

The "booms," so-called, of our communities, consists not so much in lands and other realities as in the grand manhood of the men of the South, and, in addition to their efforts to develop the lands which a beneficent Providence gave them, there is a disposition among her rising young men to employ their inventive faculties not only in her interests, but in those of the whole country they love so well.

A prominent instance of this has recently come within the knowledge of your correspondent, and we cannot refrain from commending it to others, who, by virtue of the vicissitudes of war, have been almost bereft of homes and friends. Jno. F. Smith is a veteran in the war between the States. True to the country which gave him birth, he began to build up his fortunes, and, turning his inventive faculties to account, he invented a—shall we call it a thing or machine? and one, too, that subserves not only railway economy, but in frequent instances, human life, namely, a "feeding tank for locomotives." This thing has not only been perfected, but is in a fair way of adoption by all enlightened railway authorities.

There has heretofore existed on all railroads in midwinter troubles arising from "freezing tanks," known especially to railroad employees. This has been overcome by the invention of John F. Smith. The invention consists of a cast-iron box, ordinarily four feet by two and a-half, with a depth of twenty inches, which may be expanded to suit circumstances. The trouble has been overcome by one of the simplest processes known to man, and when the correspondent of the MANUFACTURERS' RECORD, with other representatives of the press, witnessed an exhibition of the model, he was amazed at its simplicity. It consists of nothing less than a close iron box, which can be put in the ground a depth of four feet; the box of course is air-tight, the cover a lid of wood. It may be placed between tracks, thus obviating the necessity of the feeder being oscillatory in its motions, so that it can be fed from divers tracks without delay. A detailed description of the machine as we saw it to-day would weary the reader, but your correspondent, who has seen many inventions designed for a like purpose, unites with experienced railroad men in pronouncing it a magnificent success. The patent is now in the hands of Mr. Jno. D. Tanner and other gentlemen of this city, who propose to proceed with all possible dispatch to inaugurate in this city a factory for their manufacture. So much for Virginia, and especially Lynchburg. This factory will, when in full blast, employ fully 100 men, and, together with another matter now in embryo, which will be secured within the next 60 days by the same company, will ensure an additional 100 operatives to Lynchburg and to the country the MANUFACTURERS' RECORD has done so much to develop. B.

CHICAGO capitalists are contracting for the building of several large hotels, all of which are to be completed four months before the opening of the Columbian Exposition. The aggregate cost of these great caravanseries will exceed, if the local papers are correct, \$13,000,000.

R. H. WOODRUM, Roanoke, Va., desires address of parties who furnish chairs for opera-houses.

ANTIETAM

NOW KNOWN AS

SHENANDOAH JUNCTION, WEST VIRGINIA.

"The Best Unoccupied Town-Site in the South."

THE ANTIETAM MANUFACTURING & LAND IMPROVEMENT CO.

Organized under a West Virginia charter, has secured at the crossing of the main line double track Baltimore & Ohio Railroad and the Shenandoah Valley Railroad, a large town-site and valuable mineral lands and mineral rights.

It is proposed to found here an industrial town to be called Antietam.

TOWN SITE LANDS.

The town-site lands of the Company comprise the best and most available lands for business and residence purposes commanding this great trunk line crossing and comprise 840 acres compactly situated.

Adjoining the lands of the Company 200 acres have been secured as a site for building three of the largest and most important industries ever organized in the Southern States—establishments which will employ several thousand hands, mainly skilled workmen.

The Antietam Steel Co.

The Antietam Plate Co.

The Antietam Pipe Co.

Will Employ 4,200
Hands, Skilled Labor,

With a Pay Roll of
\$8,500 per day.

Other Industries
Secured.

Room for More.

Other industries arranged for will employ about 500 hands.

The completion of these various works will give immediate foundation for a prosperous industrial town of 20,000 to 25,000 people.

This is in no sense an acreage enterprise, nor a boom town. Nature has made Shenandoah Junction the upper gateway and cross line point of the great valley extending from Harrisburg, Pa., to Chattanooga, Tenn.

The Company has secured the lands which command the whole situation, and its purpose is to concentrate its efforts upon the work of building up a solid, compact town with first-class modern conveniences in water works, sewers, gas, paved streets and substantial buildings.

A 300-TON STEEL PLANT.

The first in importance of the great industrial establishments to be erected is a 300-ton steel plant, which will include rolling mills to work up the product of the furnace into finished, merchantable steel. This plant will be operated by a direct continuous process which permit the making of steel from non-Bessemer as well as Bessemer ores.

The product of this plant will have a value at the mills of not less than \$12,000 a day.

PLATE MILL.

A plant for making "Russian" sheet steel and also for converting sheet steel plates into a new product impervious to the action of acids, chlorine, alkalis or sulphur. Will employ about 1,000 hands; pay roll \$2,000 per day. Will work up about 150 tons per day of sheet steel. The plate mill company have all the

RUSSIAN PROCESSES

so long kept secret from the world, and have in addition original processes for converting sheet steel into a product superior to tin plate or block tin at greatly less cost.

The third of the larger industries will be a plant for processing by lining or covering, or both, all sizes of water, gas and steam pipe, boiler and boiler plate, distillery pipes and tubes and any and all forms of iron and steel, to make it proof against weather, the chemicals of earth and air, or solutions of a corrosive character.

OTHER INDUSTRIES,

So far secured, to be located on the Company's lands, include:

First.—A foundry and machine shop.

Second.—A planing mill and sash, door and blind factory.

Third.—A carriage factory.

Fourth.—A carpet factory.

Fifth.—A knitting mill.

These industries will employ in all about 500 hands, almost wholly skilled labor.

The Antietam Manufacturing & Land Improvement Company contributes to the steel plant 1,000 acres of very valuable mineral lands and \$35,000 in cash when the steel plant shall have been one-third completed.

Capital of the three larger industries \$3,500,000. These have selected their location at Shenandoah Junction because of inexhaustible resources of iron ores, and the unlimited supply of coke and coals near at hand and the surpassing transportation facilities, coupled with the unlimited natural resources in timber, coal, iron, clay, lime, sand and other materials all around, and transportation to facilitate their concentration.

The Company's townsite is in the most beautiful portion of the Shenandoah valley, surrounded by rich, valuable and highly cultivated lands. It has every advantage in the way of delightful climate, healthfulness and cheap living.

WHAT THE COMPANY OFFERS.

After deducting 100 acres reserved for industries and 40 acres for park, there remain 700 acres to be cut up into 4,000 business lots and 1,800 residence lots.

Of the \$1,000,000 capital stock \$940,000 will be offered for subscription, in shares of \$100 each.

After \$50 a share has been paid—\$20 cash, \$10 in sixty days, \$10 in four and \$10 in six months—full paid and non-assessable stock will be issued for the full number of shares subscribed for.

The \$940,000 of stock will bring in \$470,000. Of this, \$300,000 will pay for the town-site lands, the 1,000 acres of mineral lands and 100 acres of valuable marble and cement lands. Thus \$170,000 will remain in the treasury for carrying on the work of development, without counting or drawing upon the proceeds of the sale of lots. The \$35,000 cash donation to the steel company does not become due until the works are one-third completed. This plant will cost about \$750,000 and consume nearly two years in building. The two associated companies can be at work in about one year.

Work on the five industries named to be put on the company's lands can go forward at once. In order to secure these the company has undertaken to subscribe \$50,000 to their capital stock. Advertising expenses, &c., are estimated at \$25,000.

With the \$95,000 which will remain in the treasury it is proposed to at once begin the erection of a first-class small hotel to cost about \$35,000, and to devote \$60,000 to

the beginning of a first-class system of water works, supplied from the Potomac. The Town Company proposes to build and own its own water and gas works.

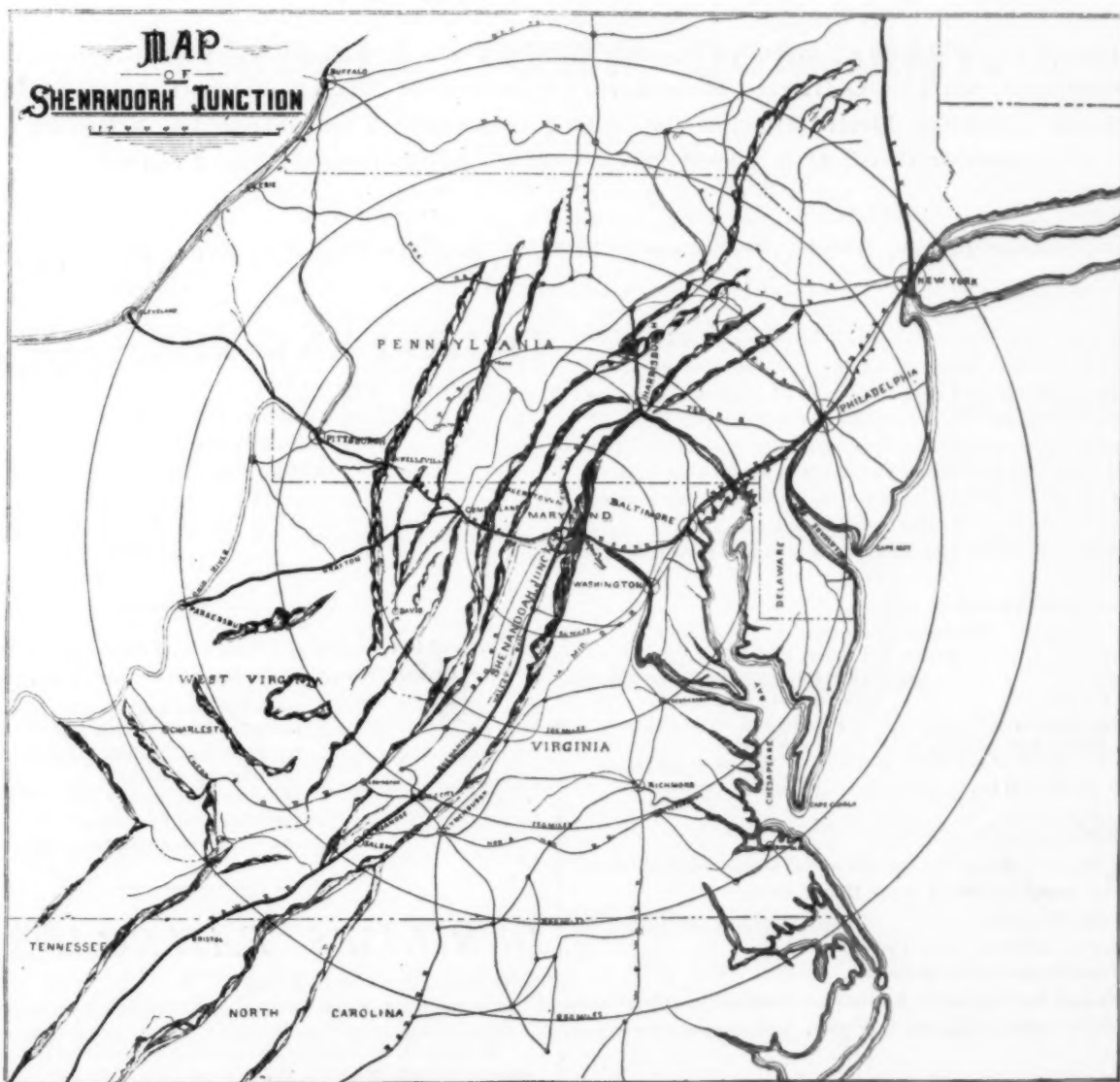
It is believed that within six months from the first of January, 1891, 1,000 business lots can be sold at an average of \$300 each, and 500 residence lots at about the same price, which is less than 50 per cent. of what it is known many lots will be taken at immediately on the opening of the property for sale. This would substantially recoup the entire outlay and leave as surplus assets 3,000 business and 1,300 residence lots to be sold at constantly increasing prices.

A CONSERVATIVE AND PROFITABLE INVESTMENT.

We feel that this stock is well worth its par value to-day, as it is founded upon a town-site which cannot be equaled in advantages of a solid and permanent character anywhere from Harrisburg to Chattanooga. That in putting it upon the market upon the ground-floor basis named we are offering an investment that is eminently conservative, because its value cannot under any circumstances become less than its cost, while it is a moral certainty that it must soon become worth several times the full par value of the stock.

Inquiries for additional information should be addressed to Coleman Rogers, Esq., secretary of the company, at Shenandoah Junction, W. Va., or to other officers of the company.

All subscriptions for stock must be accompanied by certified checks or bank exchange on New York to the amount of the \$20 per share required for the first payment, payable to the order of "Treasurer Antietam Manufacturing & Land Improvement Co.," and addressed to Coleman Rogers, secretary Antietam Manufacturing & Land Improvement Co., Shenandoah Junction, West Virginia.



Antietam Manufacturing & Land Improvement Co.

SHENANDOAH JUNCTION, WEST VIRGINIA.

B. R. HUTCHCRAFT, President.

W. F. M. McCARTY, Vice-President and General Manager.

EDWARD W. MEALEY, Cashier Hagerstown Bank, Treasurer.

COLEMAN ROGERS, Secretary.

DURHAM, North Carolina,

CONSOLIDATED LAND & IMPROVEMENT CO.

CAPITAL - - - \$1,000,000.

PRESIDENT, **JULIAN S. CARR**, Prest. Blackwell Durham Tobacco Co.

VICE-PRESIDENT, **A. B. ANDREWS**, 2d Vice-Prest. Richmond & Danville Railroad.

SECRETARY AND TREASURER, **R. H. WRIGHT**.

This Company Owns 900 Acres of Land, 300 in the Business and Residence Portion of East Durham, and 600 in the Residence Section of Durham and Around the New Trinity College Buildings, now being erected. The First is Adjacent to Several of the Most Successful Manufacturing Plants.

✻ *The Residence Portion, Notable for Beauty of Situation, has been Platted to Secure the Best Effects.* ✻

NO EXPENSE will be spared by the Company in developing all this property. A standard gauge railroad, connecting with every railroad entering Durham, will pass through the center of the land designed for industries. A dummy line, under construction, will connect all the outlying lots with the center.

A Cotton Factory to employ 150 hands is to be built at once on the East Durham property; also a Flour and Meal Mill with a capacity of 200 barrels a day.

THE COMPANY HAS NO STOCK FOR SALE. It will offer only alternate lots, reserving others for enhancement in value by development.

Enterprises of merit will be aided by donations of sites and subscriptions to capital stock.

Some of the industries already planned are:

A Knitting Factory,	Woodworking Factory,
Furniture Factory,	Bucket and Barrel Factory,
Chair Factory,	Sash, Door, Blind and Finishings Factory,
Wagon Factory,	Spoke and Handle Factory,
Buggy Factory,	Foundry and Machine Shops,
Refrigerator Factory,	Brick Works,
	Brown Stone Quarry,

In 1856 Durham was named.

Population 1865, 90 persons.

Population 1890, 8,000 persons.

In 1871 the first tobacco warehouse for the sale of leaf tobacco was established.

In 1890 it has four among the largest in the United States.

Taxable Values 1890, \$6,293,898.

Rate of taxation, city, county and State, 1 per cent.

In 1869 it had 6 manufactories, capital \$25,000.

In 1890 it has 23 manufactories, capital \$12,000,000; number of employees 2,000.

Wages paid, 1890, \$750,000; advertising, 1890, \$1,000,000; paid revenue tax one year, \$827,269.54.

Durham has three Banks—capital, \$400,000.

Surplus, 40,000.

Deposits, July 1st, 1890, 623,000.

It has three newspapers, two daily and one weekly.

DURHAM HAS

WATER WORKS,

ELECTRIC-LIGHT PLANT,

TELEPHONE SYSTEM,

STREET CAR LINE,

FIRE DEPARTMENT,

TEN CHURCHES (for whites),

SCHOOLS,

TRINITY M. E. COLLEGE.

Situated in the center of Golden Belt of North Carolina, comprising counties of Durham, Orange, Person, Caswell, Alamance, Chatham, Wake, Franklin and Granville.

114 miles from Lynchburg.

160 miles from Richmond.

175 miles from Norfolk.

26 miles from Raleigh.

50 miles from Sanford.

135 miles from Charlotte.

55 miles from Greensboro.

DURHAM'S RAILROADS:

RICHMOND & DANVILLE SYSTEM.

DURHAM & KEYSVILLE, giving close Richmond Connection.

DURHAM & NORTHERN to Henderson, connecting with Seaboard Air Line.

LYNCHBURG & DURHAM, crossing Atlantic & Danville, and connecting with Richmond & Danville, Norfolk & Western and Chesapeake & Ohio at Lynchburg.

L. & D., to be extended to Fayetteville and junction there with Cape Fear & Yadkin Valley, crossing Robinson's System en route.

Extension of WILMINGTON & WELDON SYSTEM, already ordered by that company from Stanhope, N. C., to Durham.

Manufacturers Desiring a Location where all the Conditions of Cheap Materials, Climate and Railroad Facilities can be had in a Well-Established, Well-Advertised, Prosperous Community, Should Address

R. H. WRIGHT, Secretary and Treasurer,

DURHAM, N. C.

KIMBALL.

MARION COUNTY,

TENNESSEE.

KIMBALL TOWN COMPANY.

H. I. KIMBALL,
Vice-Prest. & Managing Director.
DIRECTORS.

HON. LOGAN H. ROOTS, President of First National Bank, Little Rock.
 CHARLES P. RICHARDSON, Capitalist, Chattanooga.
 J. R. STEVENS, President First National Bank, Huntsville, Ala.
 A. J. MORISON, Capitalist, London, England.
 J. H. BRYANT, President Seattle Coal & Iron Co., New York.
 GEO. COOK, President Hallet & Davis Piano Co., Boston, Mass.

HON. H. L. COCHRAN, Judge Probate Court, Fort Payne, Ala.
 H. I. KIMBALL, Atlanta, Ga.

OFFICERS.

President, HON. LOGAN H. ROOTS.
 Vice-President, C. P. RICHARDSON.
 Second Vice-President and Managing Director, H. I. KIMBALL.
 Treasurer, J. H. BRYANT.
 Assistant Treasurer, ED. E. RICHARDSON.
 Secretary W. E. DONALDSON.
 Assistant Secretary, W. BROOKS COVELL.

ATTORNEYS.

W. E. DONALDSON, Kimball.
 SHEPHERD, WATKINS & BATES, Chattanooga.

ENGINEERS.

Landscape Engineer, NATHAN G. BARRET.
 Resident Engineer, W. J. KELLY.
 Sewerage and Electrical Engineers, NIER, HARTFORD & MITCHELL.

Hon. SAM'L H. BUCK, Gen. Superintendent.

OFFICES.

Richardson Building, Chattanooga.
 Union Trust Building, 86 Broadway, New York.
 Company's Building, Kimball, Tenn.

Kimball Offers

Solid, practical inducements to manufacturers. First-class enterprises under good management will be guaranteed, one-half the cash required. Local taxes will be remitted for a term of years. Lowest freights and cheapest raw materials will be secured.

Auxiliary Companies

will be organized by the parent corporation for developing the wealth of the Sequachee Valley and for supplying the city with heat, light, water, power and transportation.

A Mammoth Industrial Building

will be erected by the Kimball Town Company, which will have power, light and heat, that will be supplied to manufacturers on the most liberal terms.

Ample provision made for religious and educational institutions.

No Further Auction Sales

this year and no private sales of the corporation's lots except to those who will contract to build immediately on plans approved by the management.

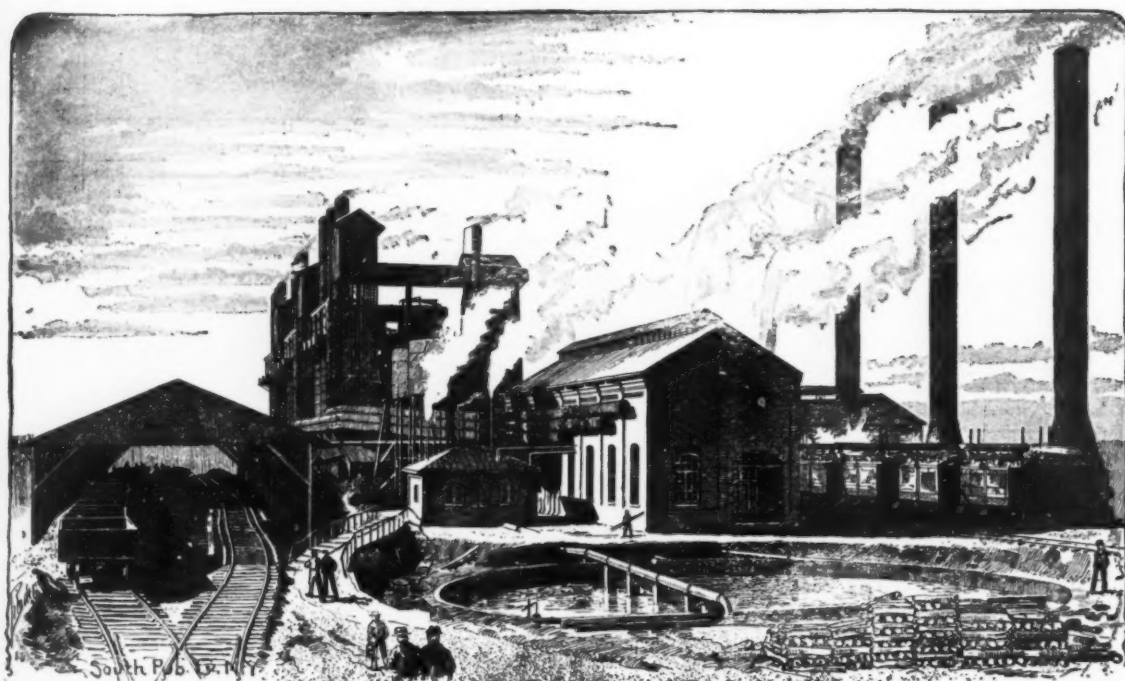
ALL CORRESPONDENCE SHOULD BE ADDRESSED TO

H. I. KIMBALL, Managing Director,

CHATTANOOGA, TENN.

SHEFFIELD, ALA.

THE SUPERB.



At the Headwaters of Deep Navigation on the Tennessee River, the Hudson of the South.

The Largest Producer of HIGH-GRADE Pig Iron of any City in the Entire Industrial South.

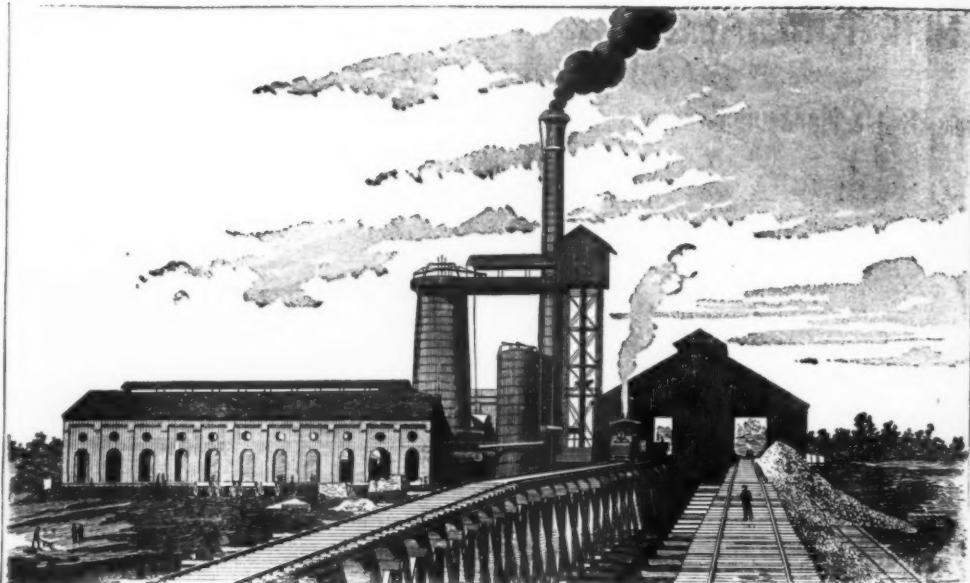
The only point in the South that has or can ship pig iron to the cities on the Mississippi, Missouri and Ohio rivers by boat or barge without rehandling. This last shipment of 5,000 tons of Pig Iron to Pittsburgh, Pa., by barge was made at a saving of \$2.65 per ton over what any iron-producing city of the South has done or can do to-day.

Five Large Blast Furnaces

Capacity 750 tons pig iron per day.

The following are among the corporate and private enterprises that belong to Sheffield:

The Sheffield Land, Iron & Coal Co., capital \$1,000,000.
The Sheffield & Birmingham Coal, Iron & Railroad Co., capital \$1,000,000; the owners of three 150-ton blast furnaces.
The Birm., Sheffield & Tenn. River Railway Co., capital \$5,000,000.
The Hattie Ensley Furnace, capital \$200,000.
The Lady Ensley Furnace Co., capital \$200,000.
The Electric Light & Gas Fuel Works, \$50,000.
The Sheffield Ice Co., capital \$25,000.
The Sheffield Manufacturing & Constructing Co., \$30,000.
The Sheffield Contracting Co., \$50,000.
The Eureka Brick & Lumber Co., \$30,000.
The Howard Brick Co.
The Sheffield Bakery & Bottling Works.
The Sheffield Mineral Paint Co., capital \$50,000.
The Sheffield Agricultural Works, capital \$40,000.
The Sheffield Cotton Compress Co., \$50,000.
Millan Brothers, Steam Laundry.
Enterprise Publishing Co.
Water Works, already expended, \$30,000.
Sheffield Street Railway Co., capital \$100,000.
Cleveland Hotel Co., capital \$50,000.
Sheffield Hotel Co., capital \$120,000.
Bank of Commerce, capital \$150,000.
East Sheffield Land Co., capital \$500,000.
Hull & Keller's Fern Quarries.
Mobile Real Estate Co., capital \$50,000.
Sheffield Real Estate Co., capital \$50,000.
Sheffield & Mobile Improvement Co., capital \$100,000.
Sheffield Stove Works.
Henderson Milling Co., capital \$100,000.
Globe Iron & Brass Works, capital \$10,000.
Standard Machine Shop & Foundry, capital \$50,000.
Owen Pink Mixture Co., capital \$100,000.
Bell Telephone & Telegraph Co.
Foulds' Shoe Factory, capital \$20,000.
Enterprise Wood Working Co., capital \$30,000.
Buchanan Straw Goods Factory, \$25,000.
The Sheffield Harness & Saddlery Co., capital \$20,000.
Principal Shops of the Sheffield & Birmingham Railroad.
Principal Shops Memphis & Charleston Railroad, now being built.



Aside from the foregoing the following are in course of construction and may be considered positive: Principal Shops of the Memphis & Charleston Railroad; Principal shops of the Nashville, Florence & Sheffield Division of the Louisville & Nashville Railroad. Reasonably certain to be secured in the near future are the following, in regard to which negotiations are pending: A Rolling Mill; Large Machine Shop; A Cotton Mill.

ALABAMA'S IRON CITY.

The Superb Location at the head of navigation on the Tennessee River, commanding the outlet to immense fields of IRON ORE and COAL and magnificent tracts of the finest Timber. Has already attracted to the spot where three years ago in a cotton field her projectors set the stakes of a new city, capital and people, unequaled in amount and number, circumstances considered, by any of the so-called new cities of the South.

With eight Church Organizations, two Free Public Schools, Postoffice, Telegraph and Express offices and abundant facilities of transportation by river and rail. It has every advantage as a residence city that can be desired.

Good Water: Drainage Excellent; Health and Climate Unsurpassed. Free Public Schools and Churches. Splendid opening for men of push and energy. No better point for profitable investment. No "Old Fog" element here.

Sites for Manufacturing Enterprises

And for Free Public Schools and Churches

Donated by the Sheffield Land, Iron & Coal Company.

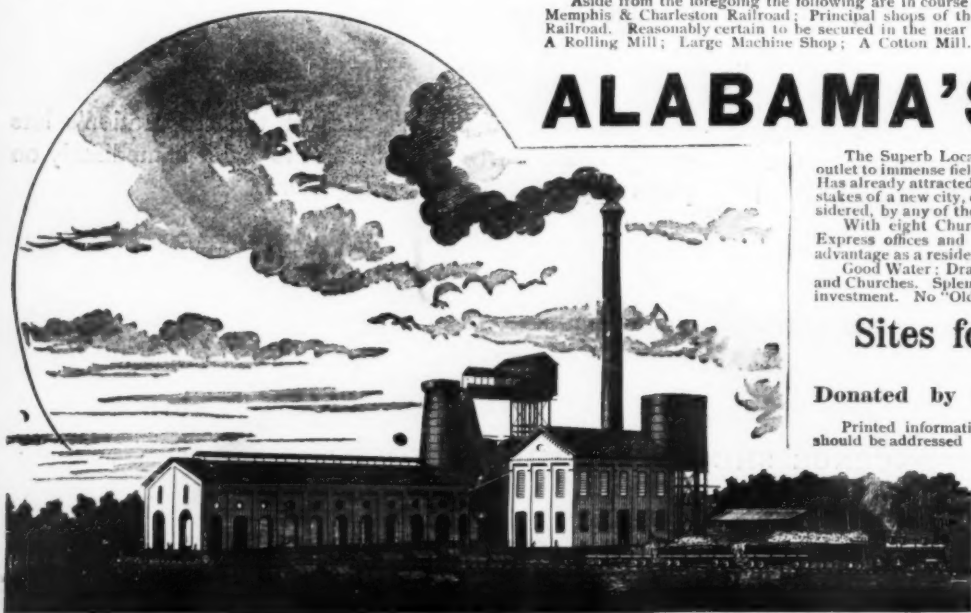
Printed information furnished on request. Correspondence solicited. Communications should be addressed

W. L. CHAMBERS,

Vice-President and Manager.

Sheffield Land, Iron & Coal Company,

SHEFFIELD, ALABAMA



LAREDO, TEXAS.

The Gateway to and from the Republic of Mexico

Is nature's grand outlet for the manufactured products of the United States and nature's grand inlet for the mineral and raw products of Mexico. For the cheap delivery of the raw material necessary for the successful operation of iron and all textile industries, Laredo holds a position unsurpassed, every material being found in the immediate neighborhood. The very foundations of the city are upon inexhaustible coal beds, now being rapidly developed. A glance at the map will show that there are no large cities within hundreds of miles of Laredo, and her favorable geographical location, being from 600 to 800 miles nearer the trade centers of both republics than any other frontier port, stamps her as the commercial entrepot between the United States and Mexico.

Laredo is becoming a most important manufacturing point,

having the following industries already located and in operation:

Woolen Mill.
Wool Scouring Mill.
Tannery.
Boot and Shoe Factory.
Ore Concentrating Works.
Ore Sampling Works.
Cotton Gin and Milling Works.
Mineral Water Bottling Works.
Four Ice Factories.
General Car and Machine Shops of the Mexican National Railroad, the largest west of the Mississippi.
Three Large Brick-yards and several smaller establishments.
A large Cotton Factory is now being erected by a New England syndicate.

Laredo Offers to the Capitalist, Merchant, Manufacturer and Mechanic Opportunities for Investment, Business or Manufacturing such as no other City in the Southwest can offer.

The city is well supplied with railroad facilities and hotel accommodations, has Holly system of water works, two electric-light companies and one of the best equipped electric motor street railways in the United States.

Population.		Imports and Exports.
1886.....	3,000	
1888.....	6,000	1888.....\$ 3,000,000
1889.....	12,000	1889..... 10,543,000

For Maps. Pamphlets, Bird's Eye Views and Reliable Information of Laredo, address

THE LAREDO IMPROVEMENT CO.

FOR SUCH INDUSTRIES AS

COTTON MILLS,
WOOLEN MILLS,
TANNERIES,
BOOT AND SHOE FACTORIES,
HARNESS AND SADDLE FACTORIES,
FURNITURE FACTORIES,
CARRIAGE AND WAGON FACTORIES,
FLOUR MILLS,
GRIST MILLS,
CRACKER FACTORIES,
CANNING FACTORIES,
COTTON-SEED OIL MILLS,

DALLAS, TEX.

Is equal to any locality
in America in its
combined advantages of
**CHEAP AND
ABUNDANT
RAW MATERIAL
READY,
PROFITABLE
AND EXPANDING
MARKET.**
DISTRIBUTING FACILITIES,
ELIGIBLE SITES,
GOOD CLIMATE.

Any worthy industries
will be aided liberally by the

DALLAS MANUFACTURERS' AID & IMPROVEMENT CO.

711 Main Street, Dallas, Texas.

THE PLACE FOR FACTORIES.

THE ROANE IRON CO.

WILL BUILD UP A

* LARGE MANUFACTURING CITY *

AT

ROCKWOOD, TENN.

AND IS PREPARED TO OFFER SUBSTANTIAL INDUCEMENTS TO MANUFACTURERS.

○—AS TO RESPONSIBILITY OF THIS COMPANY, PARTIES ARE REFERRED TO EITHER PUNN OR BROADSTREET.—○

FOR PARTICULARS ADDRESS

ROANE IRON CO., Rockwood, Tenn

LURAY, Virginia.

2,500 Acres Town Lands,

8,000 Acres Mineral Lands,

Luray Inn and Caverns.

The Valley Land & Improvement Company,

Capital Stock, \$2,000,000.

Luray, Page County, Va.

DIRECTORS.

D. F. KAGEY, Luray, Va., President.	G. C. MARSHALL, Uniontown, Pa., Vice-President and General Manager.
T. E. McCORKLE, Lexington, Va.	DR. W. L. HUDSON, Luray, Va.
DR. A. M. HENKEL, Staunton, Va.	G. K. MULLIN, Philadelphia, Pa.
	J. W. MILLER, Mount Jackson, Va.

EXECUTIVE COMMITTEE.

D. F. KAGEY,	G. C. MARSHALL,	T. E. McCORKLE,	G. K. MULLIN.
Secretary, T. E. McCORKLE.	Treasurer, H. M. KERR, Kagey & Co.'s Bank.	Attorney, T. E. McCORKLE.	
Associate Counsel, H. J. SMOOT,	Manager of Inn and Caverns, G. K. MULLIN.		
Bankers, D. F. KAGEY & CO., Luray, Va.			

CHARTER, PROPERTIES, &c.

The Valley Land & Improvement Company has been organized under the most liberal charter ever granted by the State of Virginia.

2,500 acres for manufacturing purposes and building sites. These lands are in and around the hotel, caverns and town of Luray on an undulating plateau, protected on either side by the Massanutten Mountain and the Blue Ridge Mountains.

8,000 acres of the best mineral properties in Virginia, consisting of iron, manganese and other valuable minerals which have stood the test of examination by the ablest geologists of the country.

The company owns the celebrated Luray Inn and the Luray Caverns.

Page County stands at the head of the list as having a greater variety of minerals and richer than any other county so far as known in the State.

In addition we have the finest kind and a great variety of virgin timber and fire-clays, slates, beautiful marbles, ochres, umber and mineral paints.

LOCATION, RAILROADS, &c.

Luray, now a town of about 2,500, is the county seat of Page county, has five churches, splendid schools, fine stores, three newspapers, flouring mill, cigar factory, &c.

The town is on the Shenandoah Valley Railroad, of the Norfolk & Western system, and is the best location in Virginia, four hours from tidewater.

Two new lines projected connecting closely with Baltimore and Washington and insuring cheap freights.

Luray has largest tannery in the world, annual pay roll over \$350,000.

Inexhaustible water supply, agricultural resources, charming climate.

Fine natural sites for furnaces and manufactories of all kinds fronting the railroad, reserved by the company, which by donations of land and in every possible way will promote Luray's manufacturing interests.

LOTS, CAPITAL STOCK, &c.

Capital stock \$2,000,000, shares \$100.

One million of stock reserved in treasury for betterment.

One million now offered for sale.

Books open at the bank of D. F. Kagey & Co., Luray, Va.

The company reserves the right to close the books any time before the full amount of the one million is sold.

Twenty per cent. must be paid on subscription, 20 per cent in 30 days, the balance equally in six and twelve months.

When half of the subscription is paid in subscribers have the right to use their stock in payment on lot purchases.

The company feels safe in saying that with the magnificent property in hand, the Inn and Caverns, it will be enabled when thoroughly under way to pay four or five per cent. dividend on the stock sold, independent of lots and mineral lands.

The company already owns an electric plant which will be considerably enlarged.

Complete system of water works and many other improvements projected. Investors are referred to Mr. J. W. Wheeler, Cashier Drivers and Mechanics' National Bank, Baltimore, Md., for full information. H. C. Turnbull, Jr., real estate agent 52 Lexington street, will receive subscriptions of stock in Baltimore.

The fullest investigation invited.

THE VALLEY LAND & IMPROVEMENT COMPANY, LURAY, PAGE COUNTY, VA.

DENISON, TEXAS.

The Queen City of the Southwest

GATEWAY TO THE GREAT STATE OF TEXAS.

The City of Denison Presents the Finest Opportunity of any City in the Southwest for the Investment of Capital in Large or Small Sums.

DENISON is situated in Northeastern Texas near inexhaustible beds of Coal and Iron, surrounded by the finest Fruit Lands in the world, and adjoining the INDIAN TERRITORY, which, in the nature of things, must in a few years be opened to settlement.

The city is regularly and beautifully laid out. Railroads run from it in four different directions. The Missouri, Kansas & Texas alone does an enormous business, having 54 miles of switch track in Denison, employing 500 skilled workmen and disbursing \$150,000 a month in wages.

The Houston & Texas Central Railway has its northern terminus here. The Choctaw Coal & Railway Co. have recently completed a survey of a line from Hartshorn, I. T. (a junction point with the main line of their road) to this city. The Denison, Sherman & Dallas Railway is now being constructed from here to Sherman, and four other roads have located lines to this point, with very good prospects of building.

The first public school in the State was established here, and the city's elegant two and three-story brick school buildings, surrounded by attractive grounds, are well arranged for the use of the white and colored children. Its schools are in session ten months in each year. We have sixteen church societies, seven of which are colored.

The city is well supplied with pure water from its numerous private wells—dug in the ground—and its first-class system of water works. Rate of taxation low.

The city has six miles of street railway, and a seven-mile-motor railway; has an electric-light and gas company and a telephone plant. It has an influential New England colony, and counts among its citizens people from every State in the Union.

The erection of a large hotel to cost \$125,000, and a steel plant with \$2,000,000 capital is contemplated.

The population of the city by census of 1890 shows a gain of 170 per cent. in ten years.

35,000 bales of cotton were shipped from Denison in 1890, and many carloads of fruit and early vegetables are shipped annually.

The Denison Canning Co., capitalized at \$100,000, has one of the largest canning factories in the country.

The Denison Cotton Manufacturing Co.'s 25,000-spindle mill, to cost \$500,000 and to employ 650 hands, will be completed by January 1st, 1891.

The climate of Denison is magnificent, situated nearly 800 feet above sea level. In summer it is warm, but far cooler than many cities farther North, and from 6 P. M. until after sunrise it is always cool. The city is very healthy.

The capacity of the ice factory is now increased from a daily output of 30 to 50 tons.

The Denison Land & Investment Co. is prepared to give every reasonable encouragement to manufacturers, and solicit correspondence from such manufacturers as contemplate coming into the Southwest to locate.

Address all communications to

THE DENISON LAND & INVESTMENT CO.

Paid-Up Capital, \$1,200,000.

DENISON, TEXAS.

OFFICERS.

W. P. RICE, President.

MILTON H. FRENCH, Vice-President.

B. J. DERBY, General Manager.

ARTHUR L. BERRY, Secretary and Treasurer.

DIRECTORS.

W. P. RICE, Kansas City, Mo.

J. M. FORD, Kansas City, Mo.

SAM STAR, Denison, Tex.

MILTON H. FRENCH, Thomaston, Me.

B. J. DERBY, Burlington, Vt.

ARTHUR L. BERRY, Denison, Tex.

M. V. B. CHASE, Augusta, Me.

B. C. MURRAY, Denison, Tex.

JOS. B. LINCOLN, Boston, Mass.

Write to the

*The
Richest.*

*Best
Managed.*

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*Greatest
Resources.*

*Unequalled
Opportunities.*

. Coal & Iron Co.

CARDIFF, ROANE CO, TENN.

SAVERNAKE,

Rockbridge County,

VIRGINIA.

—* The Latest and Most Attractive Addition to Buena Vista. *

The Phenomenal Success of which New Industrial City has made Necessary Future Extensions on the same line of Valuable Minerals,

WITH UNRIVALLED FACILITIES FOR TRANSPORTATION.

SAVERNAKE adjoins Buena Vista on the southwest; fronts on Shenandoah Valley Railroad and on James River Division of the Chesapeake & Ohio Railway.

High Grade Manganese and Iron Ores to Steel and Iron Trades.

* **SAFETY AND PROFIT TO INVESTORS.** *

Healthy and Picturesque HOMES at Moderate Prices to Lot Buyers.

The Advantages of an Established City, with Churches, Schools and Factories adjoining. Employment for Mechanics and Laborers. Active Trade to the Storekeeper. Consuming Industries, with a Ready Market for product to the Manufacturer. Avenues connecting with those of Buena Vista, to Insure Convenient Access, through Street Car Lines, already Projected from that City.

SAVERNAKE

Is laid out in conveniently-sized lots to suit all in Prices and Location.

RESIDENCE LOTS. BUSINESS LOTS. MANUFACTURING SITES.

THE INDUSTRIES already secured, and which will be further announced weekly in the MANUFACTURERS' RECORD, guarantee rapid profits, free from speculative features, to all purchasers.

The LOCH LAIRD ESTATE & MINERAL CO., Limited,

LONDON, ENGLAND.

Of whose property Savernake forms a portion, having already sold a considerable number of lots to investors in London, and being in negotiation with both English and American capitalists for further sales, offer lots in Savernake to the American public, confident that their location will render values at once apparent, and guarantee every effort to sustain and foster this enterprise, both in the United States and England. Maps of Savernake and all particulars of information may be obtained upon application to

Loch Laird Estate & Mineral Co., Limited,

THOMAS DUNLAP, MANAGING DIRECTOR.

Postoffice Address—Triford, Rockbridge Co., Va.

SAVERNAKE, VIRGINIA.

Railroad Station for both Shenandoah Valley Railroad and Chesapeake & Ohio Railway, Loch Laird Station, Va.

The Goshen Land & Improvement Company

OF GOSHEN, VIRGINIA.

Goshen, the Gateway connecting the Virginias.

The Coming Railroad Center.

Goshen, fulfilling prophecy in becoming

the Great Iron Manufacturing Center.

Surrounded by the wonderful Mineral

Springs Belt, where thousands from all over the land congregate during the Summer.

Great Industries located here;

More to follow

Car Works, to manufacture Passenger, Freight and Electric Cars, are now being built.

Works covering 15 acres of ground.

Large Rolling Mill under construction.

Keystone Machine Company's building nearly completed.

Woodcock Iron Works building now under construction.

The Palace Hotel, the finest building in Virginia, under contract to be completed

July 1st, 1891.

Industries already secured and under construction guarantees the success of Goshen as a Manufacturing Center.

Cedar Grove Industrial Company.

Chartered Under the Laws of West Virginia.

CAPITAL - - - \$500,000.

OFFICERS:

ROBERT A. WOOLDRIDGE, PRESIDENT.

ELLIOTT BARD, TREASURER.

CHAS. C. TOMPKINS, VICE-PRESIDENT.

CHAS. H. GRASTY, SECRETARY.

DIRECTORS:

ROBERT A. WOOLDRIDGE, R. A. Wooldridge & Co., Importers and Manufacturers of Fertilizers, Baltimore.

CHAS. C. TOMPKINS, Secretary West Salem Land Co., Salem, Va.

ELLIOTT BARD, Bangs, Bard & Co., Wholesale Boots and Shoes, Baltimore.

CHAS. H. GRASTY, Manufacturers' Record, Baltimore.

WARREN C. BIRD, J. Edward Bird & Co., Wholesale and Retail Dry Goods, Baltimore.

JAMES THURSTON, Fertilizer Materials, Storage, &c., Baltimore.

GEORGE ALLEN, President West Salem Land Co., Salem, Va.

DR. JAMES BOSLEY, Physician, School Commissioner 14th Ward, Baltimore.

GEORGE W. KIRWAN, Gents' Furnishings, Baltimore.

ATTORNEYS:

WATTS & ASHBY, CHARLESTON, W. VA.

RHODES & RHODES, BALTIMORE, MD.

THIS Company holds contracts of purchase for about 165 acres of town-site property, including water front, and 1,300 acres of coal land immediately adjacent, where the present town of Cedar Grove, Kanawha County, W. Va., is now located, at the junction of Kelley's Creek with the Kanawha River, about midway between Kanawha Falls and Charleston.

POSITION AND TRANSPORTATION.

Cedar Grove, which this company acquires, is the controlling point and sole outlet of the Kelley Creek basin, the area of which is 64 square miles. This is the backbone of the great Kanawha coal field, and is conservatively estimated to contain several billion tons of coal, all of which must be tributary to Cedar Grove, which, with its riparian rights, and the ample facilities which this company will provide, will be in a position to materialize its extraordinary natural advantages. The valley of Kelley's Creek, which extends through the back country, affords the only means of getting the coal out to transportation, owing to the mountainous country, and this company owns the level land at the mouth of the creek, where nature has made one of the few town-sites to be found on the north side of the Kanawha between the head of navigation and Charleston, the mountain sides uniformly coming down to the river and leaving scarcely enough room for a railroad track. At Cedar Grove, however, the creek has made a valley wide enough for a town of no mean proportions.

The company owns *two miles of water front*, from which the entire output of a rich area, containing many millions of dollars worth of coal, must be loaded on barges for shipment to market. This advantage alone makes the capital stock of the company seem insignificant. The question as to how our riparian rights shall be used—whether they shall be sold at from \$3,000 to \$5,000 an acre, the present market value, or held by the company and tipples and other facilities erected and operated, thus affording a large and permanent revenue, is one for the discussion and decision of the company after it is fully organized. The transportation feature is very satisfactory. Our water front is on a deep pool, between two locks in the river, thus giving ample harbor room, with all-the-year-around navigation to Cincinnati, Louisville and the Ohio and Mississippi Valley. Cedar Grove enjoys the wonderfully low rate of 2 mills per ton per mile, and the tariffs of the Chesapeake & Ohio just across the river are, it is claimed, the lowest in the United States. The Kanawha & Michigan Railroad is within a few miles of Cedar Grove, and building toward it on the north side of the river. It will thus be seen that the company will have rare transportation advantages.

TOWN-SITE.

Included in the company's property is the town-site of 165 acres of land admirably adapted for residence and business purposes. The smallness of this area compared with the site of many new towns is a decided advantage, as it compels a concentration of all business in a more limited space, and makes it impossible to have a town scattered over ten times as much ground as will be needed for years to come. On this account it greatly enhances the value of every lot on the property. There will be about 1,000 lots, which, at the very conservative estimate of \$300 each, would yield \$300,000.

COAL LANDS.

Our 1,300 acres of coal lands are estimated to contain in the several veins an aggregate of over 60,000 tons per acre. There are seven horizontal, workable veins, all of which have been worked at one or more points. The coal has an established reputation for steam and domestic uses. There is an abundance of good coking coal. All the coals are mined at a minimum of expense and under almost ideally favorable conditions. The coal property, it is believed, can easily be made to pay a good profit on the entire capital stock, as owing to its superior quality, there is a ready market for all that can be mined. One vein of this coal is preferred by large manufacturing concerns over the best grades of Pennsylvania steam coals; and another vein of this coal is pronounced by the gas works of a large Western city to be the best gas coal that they have ever used.

PRESENT IMPROVEMENTS, CLAY, STONE, &c.

The improvements on the coal property consist of a large double, two-story brick store; cost about \$6,000. From 40 to 45 miners' houses, regarded as

among the best miners' houses in the valley. The railroads, tipples, &c., are in good order. The output of one vein from May, 1888, to May, 1889, was in excess of two million bushels. On the coal property proper there is about half a mile of river front, and on the other property about a mile and a half, with two miles of railroad frontage on the Kanawha & Michigan road, which is to pass through the place.

On the mill property there is a three-story roller flour mill with a five-story elevator, recently refitted with improved machinery at a cost of about \$17,000. The mill is within 50 feet of the railroad on the one side and 150 feet of the Kanawha river on the other side. There are one good dwelling house for the miller, two good tenement houses for mill hands, a cooper shop, an inclined plane to the river, and all appurtenances for the running of a flour and grist mill.

On the coal property there are three blacksmith shops, necessary for the coal mine.

Near the drum house at the mouth of the mine is a large 30-horse power engine, with fans attached for supplying air for ventilation of the mine.

In addition to the coal on the 400 acres, bought from H. P. Tompkins, there is a large vein of white sandstone immediately on the river front, which is very valuable for building purposes, easily cut, and hardens when exposed to atmospheric influences. From actual tests made in Washington city by the government engineers, this sandstone stood a greater degree of hydraulic pressure without crushing than any sandstone that had ever been experimented upon by the government officials.

A clay for manufacturing brick found upon the bottom land is unsurpassed by any brick clay found in the Kanawha valley. The depth of this clay is as great as 20 feet, commencing within a foot and a half of the surface.

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Thus, the company will own at the start—of revenue-producing assets—a coal property in profitable operation, a large flour mill doing an excellent business and having an established trade, a \$6,000 brick store building and forty or fifty miners' houses in good condition. In addition to this will be the town-site of 165 acres, 50 to 100 villa lots on the hillsides, the 1,300 acres of coal land and the riparian rights of two miles of water front.

SUBSCRIPTIONS TO THE CAPITAL STOCK.

There will be \$400,000 of the capital stock available for subscription, or 40,000 shares at \$10 each. Assessments will be as follows: \$1.25 per share when subscription is made, or within ten days thereafter; \$1.25 per share two months from date of subscription; \$1.25 per share six months from date of subscription. There will then be no further assessments until November 1, 1891, and from that time on it is guaranteed that should it be found necessary to make other assessments they shall not exceed 20% per annum on the stock subscribed.

The policy of the company will be to limit assessments to actual necessities in meeting deferred payments and in developing the property.

Subscriptions must be made in writing, must state the name and address of the subscriber, and the amount subscribed. No subscription will be accepted for more than 1,000 shares for any one subscriber. For further information call on or address

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The Middlesborough Town Company,

ALEX. A. ARTHUR, President.

JOHN B. CARY, Sec. and Treas.

Fourteen months ago the population of the present site of Middlesborough, Ky., did not exceed 50; to-day the town has a population exceeding 6,000. It is a conservative estimate to say that in three years 50,000 people will be living here. The amount of capital now invested in the development of Middlesborough reaches

\$26,500,000.

The history of the world does not show an instance of such amazing development in so short a time and on so sure and solid and permanent a foundation.

The developments here are in the hands of English capitalists, whose purpose it is to create around Cumberland Gap the greatest coal and iron development the world has ever known.

Statement of Development to September 1, 1890.

	Number.	Value.
Business houses erected and occupied.....	83	\$ 285,000
Business houses being erected.....	41	441,500
Business houses contracted for, to be completed by Jan. 1, 1891. 31		176,500
Residences erected and occupied.....	280	417,250
Residences being erected.....	97	228,450
Residences contracted for, to be completed by January 1, 1891. 72		161,450
Industrial plants in operation.....	16	289,500
Industrial plants building.....	27	2,872,500
Industrial plants contracted for.....	14	750,000
Hotels built and occupied.....	7	132,000
Hotels being erected (including Harrogate and Cumberland Gap).....	6	850,000
Hotels contracted for.....	3	45,000
Churches completed.....	5	22,500
Churches being erected.....	3	18,000

PUBLIC BUILDINGS.

Schoolhouse.....	3,500
Public library and exhibition hall.....	25,000
City hall.....	10,000

The above statement includes only cost of construction, and does not include working capital or value of properties or stock.

BANKS.

	Capital.	Deposits.
Coal & Iron Bank.....	\$1,000,000	\$430,000
First National Bank (to be increased to \$100,000).....	50,000	160,000
People's Bank.....	500,000	120,000
Bank of Middlesborough (to be increased to \$100,000)....	50,000	60,000
Bank of Cumberland Gap.....	50,000	17,000
Bank of Claiborne	25,000	10,000
Total.....	\$1,675,000	\$797,000

POPULATION.

The population of Middlesborough was fifty souls in May, 1889. In August, 1890, about 6,200. Including the plants that are now completed and those that are in course of construction, which, by contract, are to be completed inside of fifteen months, Middlesborough will have a working population, composed of skilled and unskilled labor, of 7,688 men, which, according to all acknowledged rules, will give the city in eighteen months nearly 40,000 inhabitants.

NOTE.

Two years ago the nearest railroad was at Corbin, on the Louisville & Nashville System. To-day there are in Middlesborough the Louisville & Nashville, the Knoxville, Cumberland Gap & Louisville Railroads, the Belt Line and, by traffic arrangements, the Norfolk & Western and the East Tennessee, Virginia & Georgia Roads, with others building.

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Those desiring further information are invited to visit the place, or to a correspondence.

Jed Hotchkiss, President,

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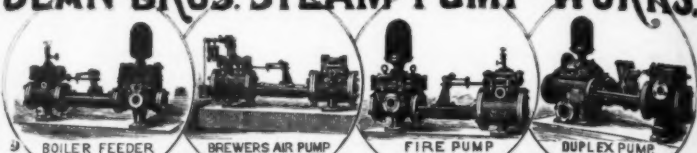
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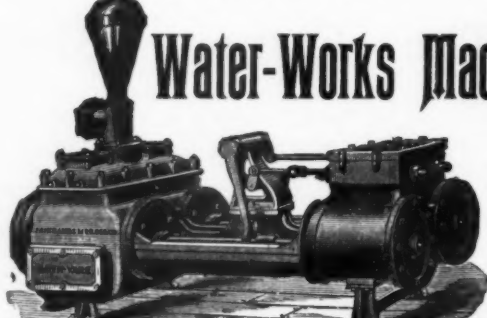
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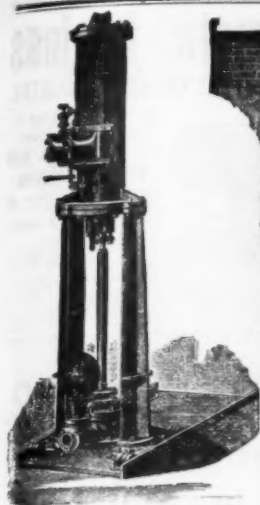
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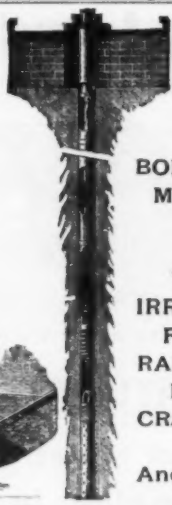
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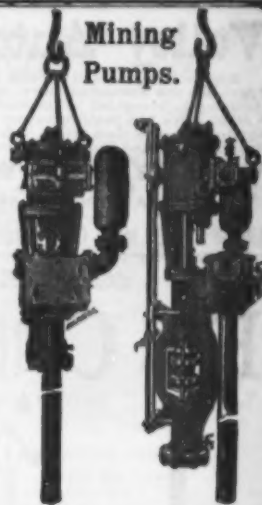


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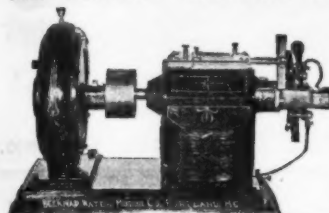
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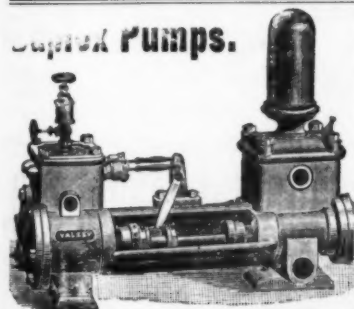
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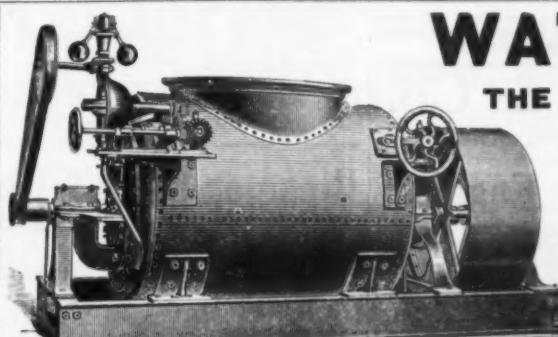
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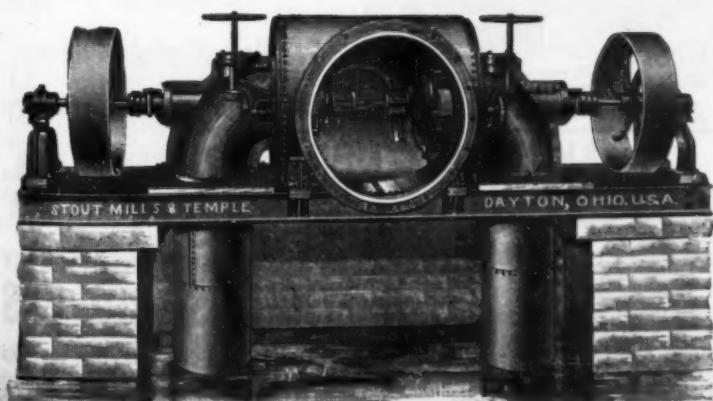
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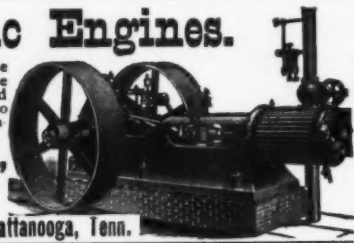
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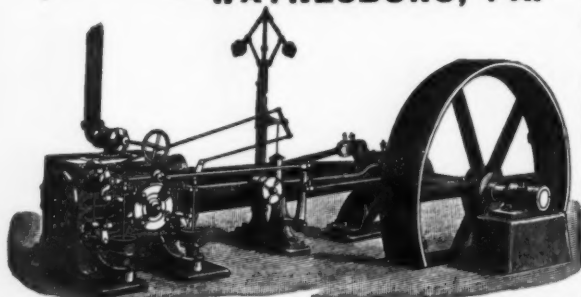
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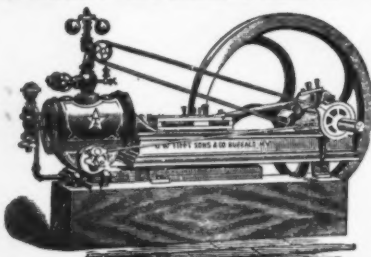
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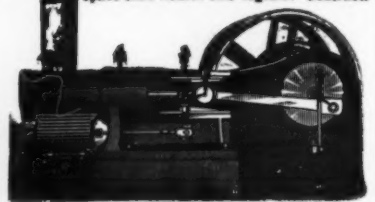
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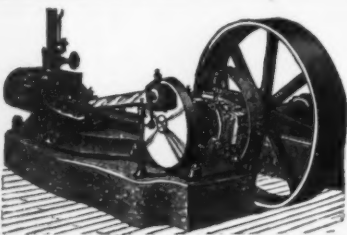
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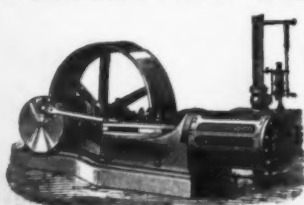
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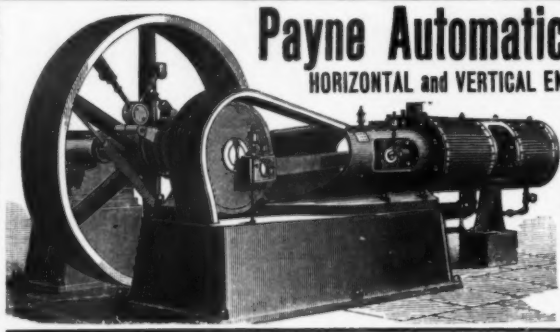


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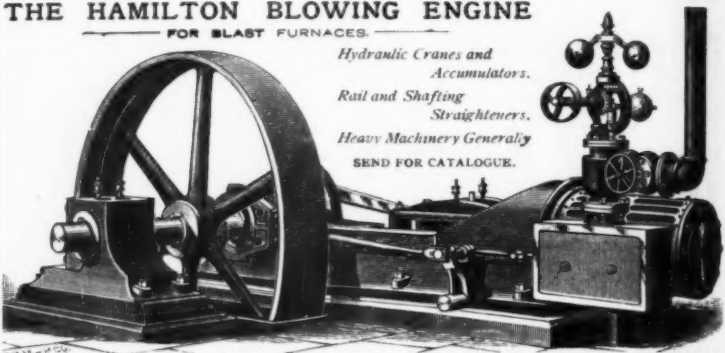
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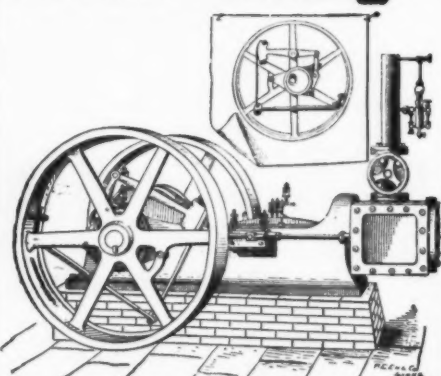
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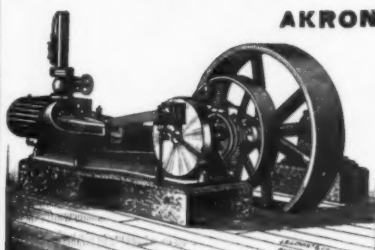
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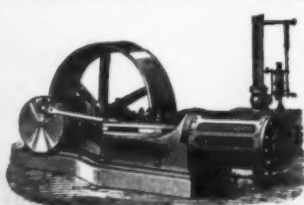
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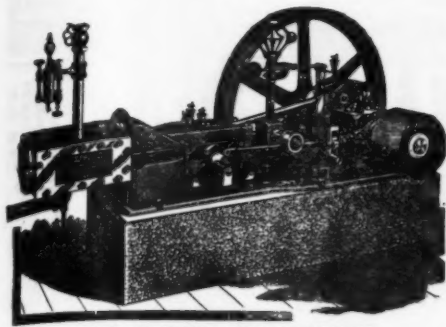


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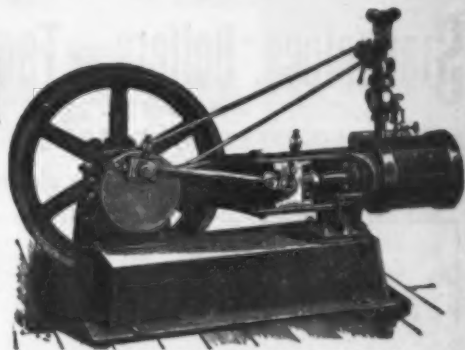
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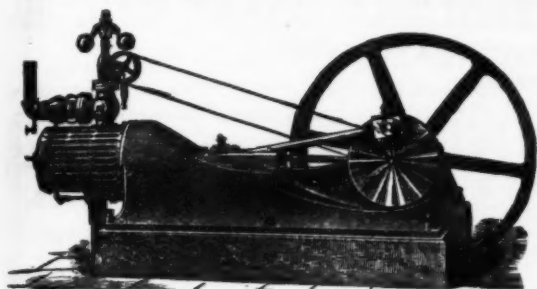
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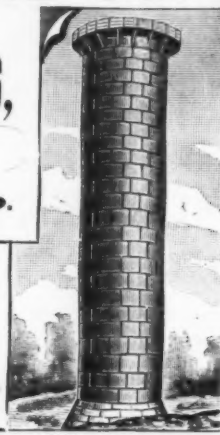
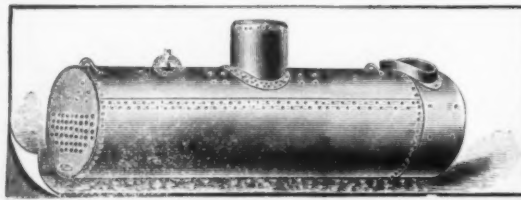
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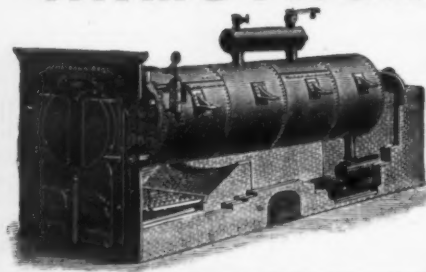
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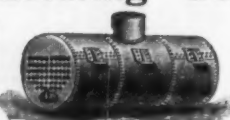
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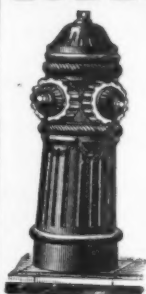
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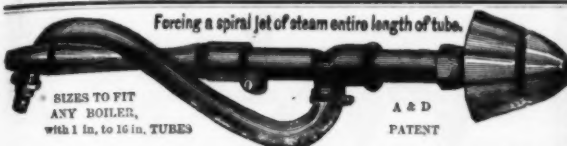
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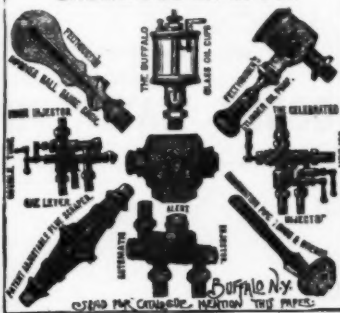
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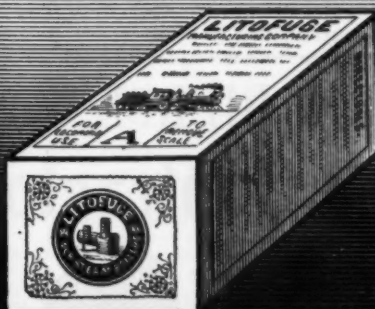
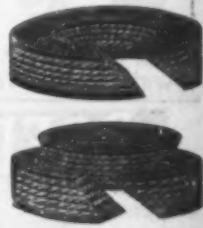
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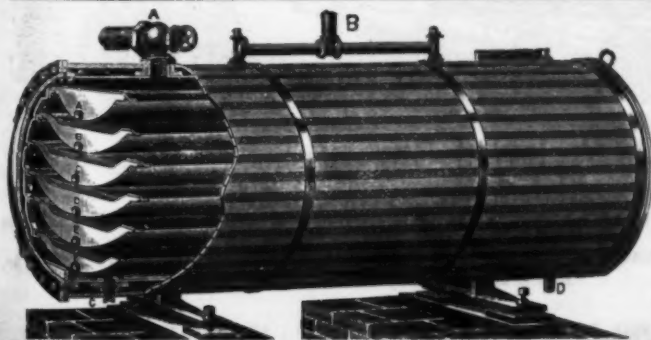
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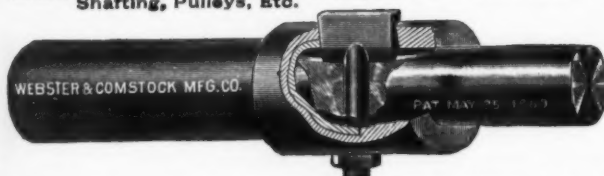
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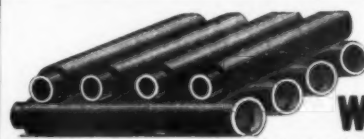
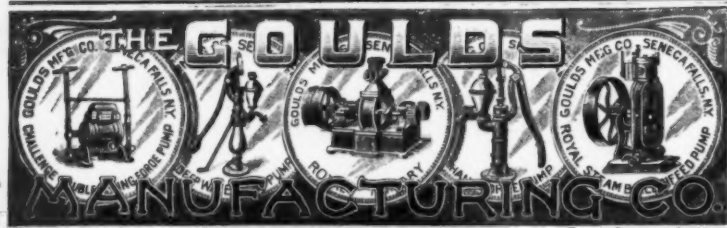
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Railroad Construction

Anderson, S. C.—Railroad.—A bill has been introduced in the legislature incorporating the Anderson & Southport Railroad Co. to build a railroad from Anderson to Southport, N. C.

Aranas Harbor, Texas.—Railroad.—The Aransas Pass Railway Co. has been incorporated by J. P. Simpson, of Dallas; J. H. Allen, of St. Louis, Mo.; J. R. Hoxie, of Fort Worth, and others to build the railroad to Harbor Island, lately mentioned. J. H. Bennett has received contract for building the road. The capital stock of the company is \$100,000.

Atlanta, Ga.—Railroad.—The Manchester & Augusta Railroad Co., referred to last week (under Richardson, S. C.) as to build to Augusta, has applied to the Georgia legislature for a charter.

Austin, Texas.—Railroad.—Messrs. Wooldridge, Ellis, Littlefield and Tobin, of Austin; Holloway, of Burnet, and others have submitted a proposition to purchase the Austin & Northwestern Railroad and extend same from Burnet to Llano on condition that the citizens of Austin and Llano give \$150,000, right of way and depot grounds at Llano.

Baltimore, Md.—Electrical Railroad.—It is stated that the Baltimore & Powhatan Railroad Co. will adopt the overhead electric system on its 7 miles of street railway.

Chattanooga, Tenn.—Railroad.—Arrangements have been made for building the Chattanooga & National Park Railroad, lately referred to, from Chattanooga to Spring Lake.

Columbia, S. C.—Railroad.—A bill has been introduced in the legislature chartering the Western Carolina Railroad Co.

Corpus Christi, Texas.—Street Railway.—The Corpus Christi Street Railroad Co., referred to last week, is chartered to operate street railway already completed.

Dallas, Texas.—Electrical Railroad.—The Oak Cliff Cross Town Railway Co., lately reported, has awarded contract for the construction of 8 miles of electrical railway.

Hampton, Va.—Electrical Railroad.—An electrical railroad is to be built from Hampton to Fortress Monroe.

Haughton, La.—Railroad.—The railroad lately mentioned as to be built by Allen Bros. is to be known as the Louisiana Nickel Plate Railroad, and is to extend from a point on the Vicksburg, Shreveport & Texas Railroad into the lumber regions. H. G. Allen is president, and W. G. Wadley, manager, of the company.*

Huntington, W. Va.—Railroad.—The Huntington & Kenova Land & Development Co. is building a double track railroad from Huntington to Kenova.*

Johnson City, Tenn.—Electrical Railroad.—The Watauga Light & Power Co. has commenced grading for its electrical railroad to Carnegie.

Knoxville, Tenn.—Electrical Railroad.—The Knoxville & Cherokee Street Railroad Co., lately reported as chartered, will build an electrical railroad.

Langtry, Texas.—Railroad, etc.—Ricker, Lee & Co., of Galveston, have contract for building the cut-off of the Galveston, Harrisburg & San Antonio Railroad Co. (office, Houston), previously referred to. The estimated cost, including building of bridge, is \$1,000,000.

Lampasas, Texas.—Railroad.—The Llano Construction Co., lately referred to (under Waco), has contract to build the Waco, Lampasas & Llano Railroad from Lampasas to Llano, a distance of about 42 miles.

Little Bluff, S. C.—Railroad.—A bill has been introduced in the State legislature to charter the Little Bluff, Raemont & Maxton Railroad Co.

Macon, Ga.—Electrical Railroad.—The Metropolitan Street Railway Co. intends building an electrical railroad.

Mobile, Ala.—Railroad.—A. Nesbit Turnbull, of Baltimore; Elmo Christman, of Minneapolis, Minn.; John H. Turner, of Mobile, and others have purchased 20 miles of graded road-bed of the old Mobile & Northwestern Railroad, and applied for a charter for the Mobile & Western Railroad Co. and the Mobile & Western Construction Co. It is proposed to build the railroad through to Jackson, Miss., and the Mississippi river.

Mobile, Ala.—Electrical Railroad.—The Mobile Street Railway Co. contemplates changing its lines to the overhead electrical system at an estimated cost of \$150,000.

Morgan, Ga.—Dummy Line.—The building of a dummy line from Morgan to Leary is contemplated.

Mount Pleasant, S. C.—Electrical Railroad.—The Mount Pleasant & Seaview Railroad Co. has petitioned the legislature for a charter with the privilege of operating an electrical railroad.

Nashville, Tenn.—Electrical Railroad.—The Maplewood Suburban Home Co. will build an electrical railroad, as stated last week.

New Iberia, La.—Railroad.—The town has voted to levy a 5-mill tax for ten years to assist in the construction of the New Iberia, Vermilion & Western Railroad, lately referred to.

Norfolk, Va.—Street Railway.—The Norfolk & Eastern Investment Co. contemplates building a street railway.*

Rayville, La.—Railroad Bridge.—The New Orleans & Northwestern Railway Co. contemplates the construction of a drawbridge across the Boeuf river, about 3 miles north of Rayville.

Richburg, Miss.—Railroad.—C. W. Rich is reported as building a railroad.

Richmond, Va.—Railroad.—The Northside Railroad Co., mentioned in last issue, will build a single track street railway 3½ miles long. No contracts have been let.

Tallahassee, Ga.—Railroad.—The Georgia, Tennessee & Illinois Railroad, previously referred to, is to be built by the Georgia & Alabama Investment & Development Co.

Tredegar (P. O. Jacksonville), Ala.—Tram-road. The Tredegar Steel Co. will build a tram-road, and has purchased rails.

Tullahoma, Tenn.—Railroad.—The Nashville, Chattanooga & St. Louis Railroad Co. (office, Nashville) will make a survey to determine the advisability of extending its road from Tullahoma to Lynchburg, Tenn.

Valdosta, Ga.—Railroad.—J. A. Crawford has contract for completing the Florida, Midland & Gulf Railroad, previously reported, from Valdosta to Madison, Fla.

Walterboro, S. C.—Railroad.—A bill has been introduced in the legislature incorporating the Walterboro, Summerville & Otranto Railroad.

Congress Should Act.

The eyes of the nation are turned upon Congress, with which body rests the power to bring instant relief to the finances of the country. If Congress would drop everything else for two days and devote itself to this paramount question, means could be quickly provided to set in unrestrained motion our crippled commercial machinery, and confidence and buoyancy, based on the great prosperity which exists aside from the contraction of money and credits, would soon be restored.

Will Congress rise to the occasion? At such a moment and amid such grave dangers, will the dominant party cling to its idols?

Admitting, for the sake of argument, what is not true, that the Force bill is all that its partisans claim for it, it would be worse than folly, it would be a mockery upon state-manships to allow this measure to delay for a single hour the action which would relieve the situation of its dangers.

It is within the power of the Republican party to retrieve what it has lost in public support by acting promptly and decisively at this time. Senator Gorman struck home to the core of the matter in his speech warning the Senate of its duty in dealing with the conditions which confront the country, and pledging the united co-operation of the Democrats in Congress. Advice from that source is open to the suspicion of partisan motives, but if the case had been as strongly put by some influential member on the other side of the chamber, it would at once have raised that member to the position of a leader in his party and a patriot in the eyes of the country.

The Sherman bill would provide

\$100,000,000 additional of circulating medium, and the extension of the time for the payment of tariff dues would further relieve the tension in commercial circles. Unless the Republican party is indifferent alike to public approval and public condemnation, these two measures of relief will be put through without a moment's delay.

Opinions of British Iron-Masters.

The majority of the British members of the Iron and Steel Institute are at home. The English trade journals have had many interviews with individual members, and have published their opinions at length. The Ironmonger of November 29th sums up their views with its usual plain terseness. Referring to the hospitalities received, it says: "The magnificent manner in which the party was entertained in the United States is fully and properly acknowledged on all sides; indeed, it is quite certain that no body of visitors to any country was ever before treated in so hospitable and splendid a manner." As to what they saw and the impressions made, the Ironmonger says: "The visitors, for the most part, seem to have been more particularly struck with the apparently inexhaustible mineral wealth of the South, the Lake Superior region and such parts of Canada as came within their purview. As the trip through the South attracted the larger number of members, so it is quite natural that more comment should be made upon that district than upon the Northern region. Most of the visitors had read a good deal of the enormous deposits of iron, coal and limestone in Virginia, Kentucky, Tennessee and Alabama, but the realities surprised them when on the spot, and it goes without saying that they formed very favorable impressions of the future of these parts of America. We say 'the future' advisedly, because the minerals of the States in question will need time to bring about their economical development."

That the generally good opinion of the South's resources expressed by those men of experience has already brought forth fruit is evidenced by the fact that a four-fifths interest in the splendid property to which Kimball, Tenn., is the key has been sold to British capitalists for £1,000,000, or about \$5,000,000. This is the first fruit of that tour, but it will by no means be the last. It is but the sign of what will come just as fast as our British cousins can ascertain the difference between properties of real merit and those that are purely speculative.

THE demand for Hon. Edward Atkinson's paper on "The Future Situs of Iron Production" has been so great that it has been issued in pamphlet form. The MANUFACTURERS' RECORD will mail copies to any address on receipt of the price—25 cents each.

Southern Immigration.

One of our monthly Southern exchanges has in its November issue an editorial, evidently inspired, charging the MANUFACTURERS' RECORD with "vindictiveness born of greed," because this paper has seen fit to refer to the course pursued by Mr. John T. Patrick, of North Carolina, in his management of the business intrusted to him by Col. F. B. Chilton, of Texas, the general manager of the organization created by the Southern Interstate Immigration Convention held at Montgomery, Ala., some two years since.

The insinuations of that article as to the motives of the editor of this paper may pass for what they are worth. The readers of the MANUFACTURERS' RECORD know what the aims of this paper are, and with what earnestness and fidelity they have been kept in view from the first issue until now. We are content to leave to them and to our contemporaries of the press this and any other attacks that may be made upon us.

The occasion for this criticism is, however, another matter. Had we failed to publish what we did on four occasions, we should have been untrue to our duty and unfaithful to the South. A few words will tell the whole story.

When the Montgomery convention was projected the MANUFACTURERS' RECORD favored the idea, and after it had adjourned it approved its action. After a few months inquiries began to be made concerning an immigration bureau established at Raleigh, the organizer and head of which was Mr. John T. Patrick. We had heard of him and his work as the immigration agent of the Department of Agriculture of North Carolina, and on several occasions, while he filled that office, had published correspondence containing commendatory notices of him and his work. We were glad to know that he had been called into what seemed to be a broader field in which his energy and experience could have a larger scope for their exercise.

Last winter we saw in a Charlotte paper that an agent of Mr. Patrick's bureau had attended a meeting of the authorities of that city, and had proposed to them to pay a specified sum, in return for which the authorities were to receive copies of all letters that reached the bureau from intending immigrants or from parties wishing to invest in the South. This proposition had a decidedly "fishy" appearance. We printed the Charlotte item and asked what it meant. Why should a bureau that professed to be the creation of the representatives of fourteen proud Commonwealths engage in the petty business of peddling copies of its correspondence? No reply came to our request for information.

Early last summer chance placed in our hands a copy of a circular issued by Mr. Patrick, in which he

adroitly made a part of a MANUFACTURERS' RECORD editorial appear to be an indorsement of a scheme of his own conception. We characterized his action in this matter in appropriate terms in our next issue, to prevent any from being misled by this ingenious attempt to accomplish his personal ends.

Early last month we received a letter from Col. Logan H. Roots, who had represented Arkansas at the Montgomery convention, which contained the following paragraph:

As a member of the Southern Interstate Immigration Convention, held at Montgomery, Ala., I accepted the position as member of the executive committee, but as will be seen by reference to the proceedings of that convention, I announced that my service as an executive official of the organization would terminate when Arkansas should provide a salaried commissioner. When Arkansas wisely moved in that direction and the Hon. M. F. Locke assumed the duty as a State official, I notified Mr. John T. Patrick, of Raleigh, N. C., of the facts, and requested my name to be withdrawn from the letter-heads and publications of the bureau, and recently having seen publications with my name still retained as a member of the committee, I think it my duty to announce through your widely circulated organ that while my heart is enthused to do what I can towards securing people and money to develop the wonderful resources of the South, yet I am not to be considered as a member of that executive committee.

Complying with Col. Roots' request, we published the letter, and made some appropriate comments upon the ignoring of that gentleman's wishes. Our critic complains of these as "ungenerously insinuated, and we may almost say abusive," and then proceeds to justify Mr. Patrick's inaction by saying:

Indeed, if Col. Roots comprehended the fact that large quantities of printed matter existed at the time of his notification which it was almost impossible to alter, and which was too valuable to throw away, under the existing financial condition of the association, he would probably not have expected to see his name disappear from the directory of the committee for some time, or until the next convening of the committee and members. As a man versed in printing matters this fact would be well known to the editor of the MANUFACTURERS' RECORD, but it is possible that he had ulterior motives in suppressing this knowledge, that he might pull down that which he could not control.

The veriest tyro in business knows the meaning of a line drawn across a printed name in any sort of publication, from a letter-head upwards. Our inspired critic was evidently hard pressed for an excuse for Mr. Patrick's negligence.

We have taken occasion to draw a distinction between Mr. Patrick and the so-called official of the executive committee appointed at Montgomery, and that assembly of earnest and respected men who had the good of the South at heart. We did this because on the 17th of this month a second convention would assemble at Asheville, to which Mr. Patrick would presumably make his report. In the absence of any knowledge of the man other than that for a term of years he had been honored with the confidence of the Department of Agriculture of North Carolina, the probability was that his report would be accepted without question, and that he would be permitted to continue his work the same as before.

If Mr. Patrick can justify his course

and can show that his work has resulted to the advantage of the South, to the satisfaction of a committee of disinterested men selected by the convention, then, although we shall still regard his method of raising funds for current expenses as undignified and as belittling the South, we shall rejoice to learn that it has been fruitful of good results and shall gladly publish the fact. Until such a showing is made and approved, we shall be compelled to believe that the "bureau" of which he is the chief is useless and worse than useless, and that its continued existence will be harmful to all the interests it professes to serve. The cause of Southern immigration has no truer friend than the MANUFACTURERS' RECORD, and it was to save the cause from injury and reproach that we called attention to the methods that were being employed. There was in the whole matter no personal feeling whatever. The MANUFACTURERS' RECORD will give its earnest support to any rightly organized and managed movement for Southern immigration.

Southern Financial News.

NEW BANKS.

Anniston, Ala.—The Anniston Banking & Loan Co. will apply to the legislature for a charter.

Atlanta, Ga.—A bill has been introduced in the legislature to incorporate the Merchants & Mechanics' Banking & Loan Co.

Bessemer, Ala.—A branch of the Co-operative Bank of North America has been organized with C. T. Bradley, president, and J. W. Hale, treasurer.

Enterprise, Miss.—A branch of the Co-operative Bank of Birmingham, Ala., has been established in Enterprise.

Fort Worth, Texas.—The organization of a new loan company is contemplated.

Grenada, Miss.—The United States Insurance & Guarantee Co. has been organized with a capital stock of \$400,000 by R. A. O'Neil, C. N. Vance, A. T. Bowen and others.

Harriman, Tenn.—The Harriman Savings Bank has been organized by G. B. Durrell, J. D. Roberts, F. Fosgate and others.

Johnson City, Tenn.—The Citizens' Bank will, it is stated, be converted into a national bank, and the capital stock increased from \$50,000 to \$100,000.

Maxton, N. C.—A bank is reported as to be established.

Monroe, Ga.—A bill has been introduced in the legislature to incorporate the Bank of Monroe.

New Iberia, La.—The People's National Bank, previously reported as to be organized, is to commence business next February with a capital stock of \$50,000.

Opelika, Ala.—The Bank of Opelika will increase its capital stock from \$50,000 to \$100,000.

Prattville, Ala.—The Prattville Cotton Mills has applied to the legislature for to change its name to the Prattville Cotton Mills & Banking Co.

San Antonio, Texas.—The Alamo National Bank has been organized with Charles Hugo, president, and J. N. Brown, cashier. The capital stock is \$250,000.

Tampa, Fla.—R. R. Parker has, it is stated, established a bank in Tampa.

Anniston, Ala.—The South Anniston Land Co. has declared a dividend of \$1 per share.

Baltimore, Md.—The Howard Fire Insurance Co. has declared a semi-annual dividend of 4 per cent.

Bessemer, Ala.—A bill has been introduced in the legislature authorizing the city to borrow \$50,000 for improvement purposes.

Birmingham, Ala.—A bill has been introduced in the legislature authorizing the issuance of \$450,000 of bonds for improvement purposes. The mayor can give particulars.

Charlotte, N. C.—The Life Insurance Association of the Carolinas has been organized with J. D. Church, president, and S. L. Adams, of Durham, secretary.

Columbus, Ga.—A bill has been introduced in the legislature to incorporate the Columbus Investment Co.

De Land, Fla.—M. W. Sargent, A. G. Hamlin and I. A. Stewart have incorporated the Volusia County Abstract & Investment Co. with a capital stock of \$10,000.

Denison, Texas.—The Denison Building & Land Co. has declared a dividend of 6 per cent.

Durham, N. C.—The Blackwell's Durham Bank has declared another dividend of 10 per cent.

Houston, Texas.—The Houston Land & Trust Co. has declared a semi-annual dividend of 4 per cent.

Louisville, Ky.—The Louisville Railway Co. recently executed a mortgage with the Fidelity Trust & Safety Vault Co. as trustee, to secure the issuance of \$6,000,000 of bonds.

Middlesborough, Ky.—The Middlesborough Town Co. has declared a dividend of 10 per cent.

New Orleans, La.—The Merchants' Mutual Insurance Co. has declared a dividend of \$2 per share.

New Orleans, La.—The Metropolitan Bank has declared a semi-annual dividend of 4 per cent.

Roanoke, Va.—The Southwestern Investment & Trust Co. has been organized with C. A. McHugh, president, and E. D. Tucker, secretary. The capital stock is \$15,000.

Shreveport, La.—The city will issue \$103,000 of 25 year bonds to cancel indebtedness.

MESSRS. L. PRANG & CO., of Boston, the noted art publishers, have issued for the Christmas and New Year holidays a variety of cards of even more beauty of design and execution than those of former years, though it had seemed that there was but little room for advancement. Their art publications not only cover everything in the holiday card line, from the cheapest to the most elaborate and expensive, but also a wide range of books and booklets of the most exquisite design and finish. Their catalogue will be sent upon application, though their publications can be found in nearly all good stationery or art stores.

J. H. DAY & CO., of Cincinnati, Ohio, make a shipment this week of one of their large Hunter's lightning sifter and mixers to a leading firm in London. The demand for their special machinery in England is constantly increasing, evidencing that the English have a faculty of appreciating a good article.

MAGNOLIA, MISS.

It will pay capitalists or stock companies 25 per cent. profit to build and operate cotton and woolen mills and other factories at Magnolia, Pike county, Miss. No State tax for 20 years; inexpensive building material and fuel; location and climate unsurpassed; about 30,000 bales cotton handled annually; no malaria; elevation 530 feet. Investigators can address

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	Number of lots given with each 10 sh's st'ck.	When organized.	Capital stock.	Par value.	Bid.	Asked
BASIC CITY.						
Basic City M'n'g, Mfg. & Land Co.	..	Dec. 7, '89	\$700,000	50%	100	33
BRISTOL.						
Southwest Bristol Land Co. b.	..	Aug. '90	300,000	\$150,000	100	...
Pioneer Land Co.	..	June, '90	500,000	...	100	...
Richmond & Bristol Land Co.	..	June, '90	220,000	...	30	...
Commonwealth Land Co.	..	June, '90	104,000	60,000	20	...
BUCHANAN.						
Central Land Co. b.	..	Ap'l 12, '90	1,500,000	750,000	100	71
BUENA VISTA.						
Buena Vista Co.	5	Feb. 14, '89	800,000	50%	100	80
Buena Vista Improvement Co.	..	Jan., 1889	50,000	full paid	100	140
CLIFTON FORGE.						
C. & O. Development Co.	4	April, '90	380,000	...	100	75
Clifton Forge Mfg. & Devel. Co.	5	Aug. 18, '90	200,000	...	100	120
Clifton Forge Co.	5	May, 1890	400,000	...	100	...
CHARLOTTESVILLE.						
Charl'v'e Ind. & Land Imp. Co. c	2 1/2	April, '89	50,000	...	50	50
Belmont Land Co.	10	July 15, '89	100,000	...	100	...
Charlottesville Development Co.	d	Aug. 1, '89	40,000	...	50	...
West End Land Co.	2 1/2	April 16, '89	40,000	...	50	...
The Charlottesville Land Co. a.	2 1/2	Nov. 28, '90	2,000,000	...	100	...
Jefferson Park Improvement Co.	None	Aug. 15, '89	150,000	...	50	100
GLASGOW.						
Rockbridge Co.	5	Sept., '89	5,000,000	475,000	100	121 1/2
West End Glasgow Land Co.	None	March, '90	...	103,000	...	123
HARRISONBURG.						
Harrisonburg Land & Imp. Co.	..	May 22, '90	150,000	75,000	100	135
Brook Land Co.	..	...	...	...	10	30
Harrisonburg Bldg. & Tr. Co.	..	Oct. 16, '90	50,000	25,000	10	18
Harrisonburg Min. & Devel. Co.	None	Mch. 24, '90	300,000	103,000	100	705
LYNCHBURG.						
West Lynchburg Land Co. f.	..	...	1,000,000	45%	100	...
Rivermont Co.	..	...	1,500,000	40%	10	...
South Lynchburg Land Co.	..	...	...	60%	100	...
Park Avenue Land Co.	..	...	100,000	50%	100	...
PETERSBURG.						
West End Land & Improvement Co.	..	June 15, '90	25,000	50%	...	...
Virginia Immigration L'd & Imp. Co.	..	July 10, '90	50,000	100	...	121
PULASKI.						
Pulaski Development Co.	..	March, '90	500,000	200,000	50	65
STAUNTON.						
Staunton Development Co.	5	April, '90	2,000,000	...	...	...

a—Books still open; stock being placed at 50 per cent.
b—Stock placed at 50 per cent.
c—3 per cent. dividend declared October, 1889.
d—Consolidated and merged in Charlottesville Land Co.
e—10 per cent. dividend declared, payable January 1, 1891.
f—When 50 per cent. has been paid in the stock will be declared full paid. The company receives the stock at \$75 in payment ad and 4th payments for lots purchased of them.

NOTICE

The town of Hendersonville, N. C., has issued

\$15,000.00

In Bonds for Sewerage, Water Works, &c.

These bonds are now for sale. They bear 6 per cent. interest, and the interest is payable semi-annually. The bonds are well secured, and offer a fine investment for someone. For further information apply to V. L. Hyman, mayor, or W. A. Hood, secretary.

V. L. HYMAN, Mayor.

SEALED PROPOSALS will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M. on the 6th day of January, 1891, for all the labor and materials required and fixing in place complete, all the Iron Furring, Lathing and Plastering, Ceiling Light, etc., required for the U. S. Court House, Postoffice, &c., building at Denver, Col. in accordance with the drawings and specification, copies of which may be had on application at this office or the office of the superintendent at Denver, Col. Each bid must be accompanied by a certified check for \$500. The Department will reject all bids received after the time herein stated for opening the same, also all bids which do not comply strictly with all the requirements of this invitation. Proposals must be enclosed in envelopes, sealed and marked "Proposal for the Iron Furring, Lathing, Plastering, etc., for the U. S. Court House, Postoffice, &c., building at Denver, Col. and addressed to JAS. H. WINDRIM, Supervising Architect.

December 9th, 1890.

Foreign Exchange Quotations.

ALEXANDER BROWN & SONS.

BALTIMORE, December 10, 1890.

Sterling dull and nominal.		
Selling.		
60 days.....	479 3/4	Commercial.
3 days.....	484 1/4	Nominal.
Francs.—		
Selling.		
60 days.....	521 1/4	Commercial.
3 days.....	518 3/4	Nominal.
Reichmarks.—		
Selling.		
60 days.....	94 3/4	Commercial.
3 days.....	95 3/4	Nominal.
Guildders.—		
Selling.		
60 days.....	40 5/16	Commercial.
3 days.....	40 5/16	Nominal.

Richmond Stock Exchange Quotations.

Reported by JOHN L. WILLIAMS & SON, Bankers, Richmond.

RICHMOND, VA., December 9, 1890.

	BID.	ASKED.
North Carolina 4's, 1910.....	96	99
North Carolina 6's, 1910.....	122	122
Virginia New 3's, 1932.....	62	63
Danville 5's.....	101	101
Lynchburg, Va., 5's, 1915.....	103	...
Petersburg, Va., 5's, 1918.....	104	...
Norfolk, Va., 5's, 1911.....	106	...
Richmond, Va., 5's, 1922.....	108	110
Atlanta & Charlotte Ry., 1st 7's, 1907.....	118	120
Atlanta & Charlotte G'd 6's, 1900.....	99	102
Char., Col. & Aug. R.R. Gen. 6's, 1932.....	100	102
Georgia Pacific Ry. 1st 6's, 1922.....	109	110
Georgia Pacific 2d 5's, 1923.....	67	69
Ga. Pacific Income, 5's.....	32	32
Petersburg Railroad Class A 5's, 1926.....	104	...
Petersburg Railroad Class B 6's, 1926.....	104	...
Rich. & Danville R. R. Gold 6's, 1915.....	97	98
West. N. Car. R. R. G'd 6's, 1914.....	98 1/2	100
Northwestern N. Car. R. R. 1st 6's.....	97	98
Atlanta & Charlotte R. R. Stock.....	89	91
North Carolina Railroad Stock.....	96	98
R. F. & Pot. R. R. Div'd Obligations.....	112	114
Virginia Midland Railway Stock.....	...	...
Sloss Iron & Steel Co. Stock.....	95	96
Sloss Iron & Steel Co. 1st 6's.....	94	94
Sloss Iron & Steel Co. 2d 6's.....

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Hon. L. S. Ross, Governor of Texas, Austin, Tex.
Jas. H. Raymond & Co., Bankers, Austin, Tex.
First National Bank, Austin, Tex.
City National Bank, Austin, Tex.
American National Bank, Austin, Tex.
Provident National Bank, Waco, Tex.

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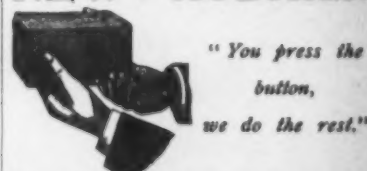
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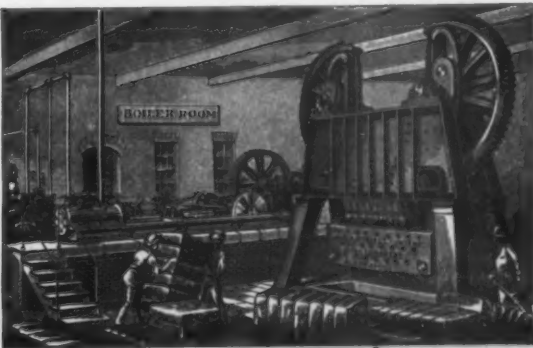
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CINCINNATI, O.

CONSTRUCTION DEPARTMENT.

WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

THE organization of new manufacturing enterprises in the South goes steadily on, notwithstanding the severe financial stringency which restricts all business operations throughout the country. The indications are favorable for an early improvement in money matters, and then we may look for a very decided increase in activity throughout the South. With money troubles promptly settled, the coming spring would show greater developments than have yet been seen in this section. During the week there have been organized a \$50,000 nail works company at Salem, Va.; a \$30,000 lumber company at Pulaski, Va.; a \$50,000 lumber company and a \$30,000 lumber company in Florida; a \$100,000 manufacturing company in Lynchburg, Va.; a \$30,000 brick company and a \$30,000 manganese grinding company at Saverne, Va., to which point a \$250,000 hardware factory is to be moved from New England; Front Royal, Va., has a \$50,000 tack factory company; Montgomery, Ala., a \$50,000 lumber company; Darlington, S. C., \$25,000 water and electric-light works; Dayton, Tenn., a \$50,000 canning factory, and Petersburg, Va., a \$500,000 phosphate company. A number of important enterprises, the organization of which has been under way, will be delayed until after the beginning of the new year, when money is expected to be easier.

*Means machinery is wanted, particulars of which will be found in "Machinery Wanted" columns.

In correspondence relating to matters reported in this paper, it will be a favor if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ALABAMA.

Anniston—Power Plant.—F. P. Heifner has received contract to erect the buildings for the electric-power plant, as recently reported.

Ashford—Saw Mill.—J. G. M. Quattlebaum is reported as putting lath machinery in his saw mill.

Birmingham—Coal Mines.—J. A. Wiggs, T. F. Steele, John White and others have organized the Clueson Block Coal Co. with a capital stock of \$10,000.

Deatsville—Lumber Mill.—L. F. Rollins will erect, it is reported, a lumber mill near Deatsville.

Gurley—Pencil Factory.—The Eagle Pencil Co. is reported as putting in its pencil factory machinery for the manufacture of pen-holders.

Huntsville—Pulp Mill.—Work has commenced on the erection of the pulp mill previously reported as to be erected by the American Fibre Co., of New York, and will cost \$80,000.

Montgomery—Saw and Planing Mill.—Sistrunk & Jordan, of Tallahassee, will, it is stated, erect a saw and planing mill with dry-kilns at "Riverside Park," near Montgomery.

Montgomery—Woodworking Factory.—The George L. Smith Manufacturing Co. has been organized with G. L. Smith as president and A. L. Smith, secretary. It is stated that the company will remove the mill of G. L. Smith at Prattville to Montgomery, consolidating with the Montgomery plant, enlarge same and put in new machinery.

Prattville—Cotton Mill.—The Prattville Cotton Mills will change its name to the Prattville Cotton Mills & Banking Co.

Riverton—Planing Mill.—The Riverton Land Co. is reported as erecting a planing mill.

Talladega—Iron Mines, &c.—Mr. McKay, of Rhode Island, previously reported as having purchased the Whiting-Reynolds iron mine, will, it is stated, construct a new mining plant at a cost of \$30,000.

Tredegar (P. O. Jacksonville)—Cotton Mill.—It is stated that the Tredegar Cotton Manufacturing Co. has been organized to erect the cotton mill previously mentioned.

Tredegar (P. O. Jacksonville)—Limestone and Sandstone Quarries.—The Jacksonville Mining & Manufacturing Co. is opening the limestone and sandstone quarries previously mentioned.

Troy—Planing Mill.—Powell & Baker are reported as having leased the Polman planing mills and as to operate same.

ARKANSAS.

Fort Smith—Sewerage System.—W. A. Doyle, of Kalamazoo, Mich., has received contract, it is stated, to construct a \$30,000 brick storm sewer.

Hot Springs—Bridge.—A bill has been introduced in the city council authorizing the issuance of \$5,250 for the extension of the creek arch bridge.

Little Rock—Electric-light Plant.—The city will enlarge, it is stated, its electric-light plant.

Prairie Grove—Oil Wells.—G. W. Head & Co., of Chattanooga, Tenn., are investigating with a view of leasing oil lands near Prairie Grove and sinking oil wells.

Prescott—Planing and Shingle Mill.—E. A. Stanton is rebuilding his planing and shingle mill, reported last week as burned.*

Ranger—Artesian Well.—Contract has been let for the sinking of an artesian well.

FLORIDA.

Apalachicola—Lumber Mill.—The Kimball Lumber Co. will probably rebuild its lumber mill recently reported as burned.

Avon Park—Land, &c.—An English syndicate has optioned the land properties of the Avon Park Co., as recently stated.

Avon Park—Saw and Planing Mill.—A saw and planing mill will be moved to Avon Park and operated by the Avon Park Co.

Bellevue—Phosphate Mines.—G. W. Bailey and G. W. Frazier, of Jacksonville; James Penfield and others have incorporated the Bellevue Phosphate Co. with a capital stock of \$6,000.

Braiden Town—Cigar Factory.—H. F. Curry is reported as having started a cigar factory.

Dade City—Phosphate Lands.—J. T. McLendon and others, of Atlanta, Ga., are reported as having purchased the phosphate lands of J. L. Clarkson for \$44,000.

Fort Ogden—Phosphate Works.—Hammond, Hull & Co. are reported as erecting phosphate works near Fort Ogden.

Green Cove Springs—Phosphate Lands.—J. F. Dunn, of Ocala, is reported as having purchased phosphate lands on Clark's creek; will probably develop same.

Jacksonville Water Works, Land, &c.—C. R. Braine, of Brooklyn, N. Y.; G. A. Everett, of Orlando; J. D. Ray, of New York, and others have incorporated the Florida Town & Improvement Co., authorized to deal in land, construct water works, &c. The capital stock is \$300,000.

Middleburgh—Phosphate Works.—The Black River Co. is reported as to enlarge its phosphate works.

Myers—Saw Mill.—English & Parkinson, of Alva, have purchased, it is reported, the saw mill of Wilhelm & Joyner at Fort Myers, and will operate same.

Pensacola—Car-coupler Factory.—W. A. Blount is president; T. C. Watson, vice-president, and J. C. Witt, secretary, of the Moonaw Automatic Car Coupler Co., lately reported.

Punta Gorda—Cigar Factory.—Emerson, Hinkley & Tyler are erecting a cigar factory, as lately reported.*

Putnam County—Saw Mill and Timber Land.—William Stokes & Son have purchased 15,000 acres of timber land in Putnam county, as reported last week, will erect a saw mill and develop same.

Titusville—Jewelry Factory.—J. E. Ender & Co. are reported as having established a jewelry factory.

GEORGIA.

Atlanta—Lumber Mill.—The Clark Lumber Co., mentioned in last issue, has been incorporated with a capital stock of \$100,000. It has lumber mill already in operation.

Bainbridge—Saw Mill.—G. O. Smith, of Birmingham, Ala., has purchased site near Bainbridge, and will, it is stated, erect a saw mill.

Columbus—Broom Factory.—T. Gilbert and others have organized the Columbus Broom Factory, and will start factory.*

Columbus—Iron Foundry.—The Columbus Iron Works Co. is reported as putting electric welding machinery in its iron foundry.

Cordele—Sewerage System.—The city has decided by a popular vote to issue the \$14,000 of bonds for the sewerage system recently mentioned.

Covington—Cotton-seed Oil Mill.—A cotton-seed oil mill will probably be erected.

Culberson—Marble Quarries.—The Standard Marble Works is reported as to develop marble quarries.

Dahlouga—Stamp Mill.—Obrock & Smith are reported as having purchased land from Mr. Stowe on which they will erect a stamp mill.

Fort Valley—Fertilizer Factory.—The People's Guano Co. has been recently organized with a capital stock of \$25,000 to erect a fertilizer factory.

Griffin—Land.—The Griffin Real Estate Investment Co. is reported as having purchased 120 acres of land adjacent to West Griffin from Captain S. Grantland for \$18,500.

Kensington—Iron Mine.—The Kensington Iron Co. is opening another mine, as reported in our last issue.*

Macon—Cotton Mill.—The Manchester Manufacturing Co. will put additional machinery in its cotton mill.*

Macon—Sewerage and Drainage.—A bill has been introduced in the legislature to provide for the city's issuing \$210,000 of bonds for drainage and sewerage.

Perkins Junction—Electric light Plant.—The organization of a stock company to erect an electric-light plant is talked of.

Riverside (P. O. at Tifton)—Iron Furnace, Lands, &c.—It is stated that a large tract of timber and iron ore land near Riverside has been purchased by parties who will build an iron furnace on same.

Savannah—Sash, Door and Blind Factory.—The Allen Variety Works is reported as having secured site and as to erect a sash, door and blind factory.

Scotland—Saw Mill.—J. H. Akers & Co. have resumed work at their saw mill, reported last week as damaged by explosion.

Trenton—Coffin and Furniture Factory.—W. H. Bowman lately mentioned, will manufacture coffins and furniture.*

KENTUCKY.

Middlesborough—Real Estate.—W. E. Scarritt, F. M. Gordon, G. W. Easton and others have incorporated the Ousiotta Building Co. to purchase and improve real estate, etc. The capital stock is \$250,000.

Middlesborough—Cigar Factory.—F. D. Clotts, of Columbus, Ohio, is investigating with a view of removing his cigar factory to Middlesborough.

Middlesborough—Brewery, etc.—The Overbeck Brewing, Cold Storage & Ice Manufacturing Co., recently reported as to erect a \$300,000 brewery and operate bottling works, ice factory, cold-storage plant, etc., in connection with same, has been incorporated.

Sturgis—Coal Mines.—The Sturgis Coal & Coke Co. has been incorporated.

Tate's Creek (P. O. Richmond)—Saw Mill.—It is stated that J. M. Wasson, E. T. & M. F. Wharton have erected a saw mill at Tate's creek.

Winchester—Planing Mill.—Hagan Bros. & Co. contemplate rebuilding their planing mill, reported in our last issue as burned.*

LOUISIANA.

Haughton—Saw and Planing Mills.—Allen Bros. will erect two saw and planing mills, as recently stated.*

Homerville—Ice Factory, Handle Factory, &c.—Endeavors are being made to establish the ice, handle, broom and spoke factories recently mentioned. George Gill can give information.

Mermentau—Rice Mill.—The Edna Rice Mill Co. has been organized with a capital stock of \$10,500 to erect a rice mill at or near Mermentau.

New Iberia—Cistern Factory.—The Callahan & Lewis Manufacturing Co. will rebuild its cistern factory, reported last week as burned.

New Orleans—Sash and Door Factory.—The Louisiana Cypress Lumber Co. contemplates the erection of the sash and door factory lately mentioned.

Plaquemine—Ice Factory.—The Plaquemine Ice & Cold Storage Co., recently reported, has let contract to Jacob Albus for the erection of its ice factory building.

Shreveport—Tank Factory.—R. C. Pope has made a proposition, for the organization of a \$30,000 stock company to establish a railroad tank factory.

MARYLAND.

Annapolis—Electric-light Plant, &c.—The Annapolis Electric Light Co. and the Annapolis Gas Light Co. are reported as to consolidate.

Baltimore—Laundry.—G. A. Dubreuil, G. W. Moberly, J. T. Yewell and others have incorporated the Globe Steam Laundry Co. with a capital stock of \$25,000.

Baltimore—Building Material Factory.—The Maryland Building Material Co. has been organized with S. D. Warfield, president; Maurice Laupheimer, vice-president, and J. L. Clarke, secretary. Its purpose is to manufacture building material.

Bel Air—Carriage Factory.—The Bulett Carriage Co. is reported as putting in new machinery.

Cumberland—Rolling Mill.—The Cambria Iron Co. is reported as putting in new machinery and enlarging its rolling mill.

Greenfield Mills (P. O. Della)—Flour Mill.—A. Zeitinger & Son have purchased, it is reported, the Greenfield flour mill, will remodel same, put in new machinery and operate it.

Hagerstown—Silk Mill.—E. J. Lowenstein, representing New York parties, is investigating with a view of organizing a \$100,000 stock company to erect a silk mill in Hagerstown. A. E. Meyer, 482 Broome street, New York city, can give information.

Locust Grove—Creamery.—A creamery will be established. M. V. Sutton can give information.

Orangeville—Bridge.—It is proposed to construct a turnpike to cost about \$11,000, and a bridge to cost from \$22,000 to \$24,000. John Glenn, of Baltimore, can give particulars.

Trappe—Flour Mill.—Roller process machinery is reported as being put in Wright's flour mill, near Trappe.

MISSISSIPPI.

Corinth—Fertilizer Factory.—R. L. Eddy, J. A. Stephens, G. C. Newberry and others have organized the Mississippi Fertilizer Co. to manufacture fertilizers. The capital stock is \$25,000.

Courtland—Harrow Factory.—The Flexible Corn & Smoothing Harrow Co., is reported as having established a harrow factory.

Grenada—Bridge.—Contract will be let for the erection of an iron bridge over Yalobusha river at Horton's Bridge. J. C. Thomas can give information.

Hattiesburg—Car Shops.—F. E. Colboth, G. E. Kemper, T. J. George and others have incorporated the Hattiesburg Machinery & Car Manufacturing Co. This company has, it is stated, secured site and will erect car shops.

Hillsdale—Saw Mill and Timber Land.—June Poitevent, of Purvis, has purchased timber land near Hillsdale, and will, it is stated, organize the J. Poitevent Lumber Co. to develop same and erect a saw mill.

Jackson—Marble Works.—J. T. Whitehead & Co., of Jackson, Tenn., have started branch marble works in Jackson.

Jackson—Sash, Door and Blind Factory.—I. C. Enoch is erecting the sash, door and blind factory reported in our last issue.

Lumberton—Brick Works.—The Marion Brick & Tile Co. will, it is reported, double the capacity of its brick works.

Natchez—Marble Works.—J. T. Whitehead & Co., of Jackson, Tenn., recently mentioned, will establish branch marble works in Natchez.

Newberry—Electric-light Plant and Water Works.—H. O. Reed, representing the New York Contract Co., of New York city, has made a proposition for the erection of an electric-light plant and the construction of water works.

Scranton—Ice Factory.—A. G. Proctor has, it is stated, made a proposition for the erection of an ice factory.

Starkville—Fertilizer Factory.—The East Mississippi Fertilizer Manufacturing Co., recently mentioned, has erected its fertilizer factory.

Vicksburg—Water Works.—The Vicksburg Water Supply Co. is reported as to extend its works.

NORTH CAROLINA.

Bryson City—Land Improvement.—E. Everett is president; A. M. Fry, vice president, and N. Newberry, secretary, of the Bryson City Land & Improvement Co., reported in last issue.

Charlotte—Cider and Canning Factory.—H. P. Cook and others have organized the Charlotte Cider & Canning Co.

Culberson—Marble Works.—The Nottla Consolidated Iron, Marble & Talc Co., of Nottla, is reported as erecting marble works at Culberson.

Fayetteville—Cotton Factory.—Major Orrell is corresponding relative to the erection of a cotton factory in Fayetteville.

Greensboro—Ice Factory.—W. E. Worth, of Wilmington, has purchased A. J. Hines' ice factory, as stated last week, will increase capacity of and operate same.

Henderson—Carriage Factory.—The organization of a \$10,000 stock company for the purpose of establishing a carriage factory is talked of.

Lexington—Gold, Silver, &c., Mines.—S. H. Tatten, Albert Reisfar, John Kaiser and others have incorporated the Pittsburgh & North Carolina Manufacturing & Lumber Co. for the purpose of mining gold, silver, coal, etc. The capital stock is \$50,000.

Marion—Water Works.—D. K. Hitchcock will probably construct water works.*

Raleigh—Cigar Factory.—W. O. Robeson has started a cigar factory, as recently stated.

Raleigh—Clothing Factory.—L. Winethrob will organize, it is stated, the North Carolina Fine Tailoring & Manufacturing Co. to establish a clothing factory.

Raleigh—Electric-light Plant.—L. W. Jacobs has obtained franchise to erect an electric-light plant.

Raleigh—Electric-light Plant.—The Raleigh Street Railway Co. will erect an electric-light plant, as reported in our last issue.

Randleman—Cotton Mill.—The Naomi Falls Manufacturing Co. contemplates putting additional spindles in its cotton mill.

Reidsville—Electric-light Plant.—The city has purchased the electric-light plant of the Reidsville Electric Light & Power Co., as reported last week, will put new machinery in and operate same.

Salisbury—Electric-light Plant.—The erection of an electric-light plant is talked of. The mayor can give information.

Tarboro—Knitting Mill.—The Riverside Knitting Mills is reported as putting new machinery in its plant.

Taylorsville—Roller Flour Mill.—A roller flour mill will probably be erected.

Troy—Gold Mine.—D. C. Stroup is reported as to develop the Ward gold mine.

Troy—Gold Mines, &c.—S. T. Muffy is reported as to develop gold mines and erect a stamp mill in Montgomery county.

Weldon—Electric-light Plant.—The Roanoke Water-Power & Navigation Co. is reported as erecting a building to be used for an electric-light plant.

Wilmington—Electric-light Plant and Water Works.—L. N. Cox, of Washington, D. C., is reported as having purchased the water works of the Clarendon Water Works Co. and as to enlarge same; also as to erect an electric-light plant.

Wilmington—Sewerage System.—It is stated that surveys will be made for a sewerage system.

Winston—Land.—The Winston Land & Improvement Co. has been incorporated with G. W. Henshaw, president; W. L. Brown, vice president, and W. F. Trogdon, secretary. The authorized capital stock is \$1,000,000.

Winston—Shoe Factory.—Negotiations are pending for the establishment of a shoe factory in Winston. The Winston-Salem Land & Improvement Co. can give information.

Winston—Iron Furnaces.—It is stated that the Piedmont Land & Manufacturing Co., recently reported, is investigating on the line of the Roanoke & Southern Railroad for suitable sites on which to erect Bessemer iron furnaces.

SOUTH CAROLINA.

Anderson's Mill—Bridge.—Contract for the construction of a bridge across the North Tyger river will be let.

Columbia—Hosiery Mill.—F. L. Lipacomb is reported as having purchased the penitentiary hosiery mill and will probable operate same.

Columbia—Cotton Batting Factory, &c.—The Miller Batting & Manufacturing Co., reported in our last issue as organized, has been incorporated, and will enlarge the cotton batting and mattress factory of the Miller Cotton Batting Co. The capital stock is \$40,000.

Columbia—Land.—A bill has been introduced in the legislature to incorporate the National Land & Improvement Co.

Darlington—Electric-light Plant and Water Works.—The Darlington Light, Water & Power Co., lately reported as organized, has been incorporated.

Gaffney City—Barrel Factory and Saw Mill.—The Gaffney City Land & Improvement Co. is reported as having established a saw mill and barrel factory near Gaffney City.

Greenville—Ice Factory.—The Greenville Ice Co. is reported as having put in new machinery and as to enlarge its ice factory.

Jefferson—Gold Mine.—The Chesterfield Mining & Land Improvement Co., previously reported, will, it is stated, develop the Kirkley gold mine near Jefferson.

Laurens—Cotton Factory.—The erection of a cotton factory is talked of.

Laurens—Oil Mill, Cotton Gin, &c.—The Laurens Oil & Fertilizer Co. has, it is reported, added a cotton gin to its oil mill plant.

Mount Pleasant—Electric Plant.—A bill introduced in the State legislature providing a charter for the Mount Pleasant & Seaview Railroad Co. authorizes the company to operate an electric-light and power plant.

Rock Hill—Machine Works.—The Rock Hill Machine Co., reported in last issue as to establish machine works, has a capital stock of \$20,000.

Spartanburg—Electric-light Plant.—The Beaumont Manufacturing Co. will put an electric-light plant in its twine factory, and may increase its capital stock.

TENNESSEE.

Athens—Woolen Mill.—The Athens Woolen Mills is reported as putting new machinery in its woolen mill.

Bristol—Drug Factory.—The Brown Manufacturing Co., of Greenville, mentioned in last issue, has purchased site and will erect a \$30,000 drug factory in Bristol.

Bristol—Land Improvement.—A Norfolk (Va.) syndicate is reported as having purchased from C. W. and A. W. White the Craig farm of 402 acres of land near Bristol for \$45,000 and as to improve same.

Cardiff—Iron Mines.—The Cardiff Iron Mining Co. has been incorporated.

Clarksville—Sewerage System.—A bill will be introduced in the legislature authorizing the city to issue \$100,000 for the completion of a sewerage system.

Chattanooga—Medicine Factory.—H. S. Thatcher, William Cooke, G. N. Henson and others have incorporated the Dr. H. S. Thatcher Medicine Co. to manufacture patent medicines, &c.

Chattanooga—Iron Foundry, Machine Shop, &c.—The Adams Saw Mill Works are reported as having erected a saw mill and iron foundry, and as to erect a planing mill, machine and boiler shop.

Columbia—Lead and Zinc Mines.—The Columbia Lead & Zinc Co. has been incorporated.

Dayton—Saw and Planing Mill, etc.—Day, Matthews & Co., operating the planing mill lately mentioned as to be moved to South Dayton, have organized the Dayton Lumber Co. with Joseph Bessel, of New York, president; J. T. Matthews, vice-president, and M. F. Day, secretary. This company will put in new machinery, and contemplates the erection of a saw mill and dry-kilns.

Dayton—Box, Can and Canning Factory.—M. F. Day is president; E. Ellis, vice-president, and R. M. Sherman, secretary, of the Dayton Canning Co., previously reported. The contract for the erection of the factory has been let, it is stated, to Day, Matthews & Co. The capital stock is \$50,000.

Dayton—Bottling Works.—H. A. Dehieux contemplates enlarging his bottling works.

Harriman—Manufacturing.—The Harriman Manufacturing Co. has been organized with a capital stock of \$1,000,000 for the purpose of securing the location of manufacturing.

Harriman—Iron Furnace.—The Harriman Furnace Co. has been incorporated, probably to erect the iron furnace previously mentioned.

Harriman—Tack Factory.—The Harriman Tack Co. has been incorporated to operate the tack factory of Fosgate & Lane, previously reported.

Hill City—Gas Works.—John Ward and J. S. Chumley will build gas works, it is reported.

Jackson—Furniture Factory.—S. A. Van Buskirk, of Kansas City, Mo., is, it is stated, contemplating the establishing of a furniture factory in Jackson.

Jackson—Gin Factory.—B. A. Smith, of Ruthersford, contemplates the removal of his gin factory to Jackson.

Jackson—Furniture Factory.—The organization of a stock company to erect a \$20,000 furniture factory is contemplated. Secretary Board of Trade can give information.

Johnson City—Land Improvement.—J. T. Shields, Jr., S. G. Shields, J. P. McDonald, of Knoxville, and others have incorporated the Buena Vista Land Co. for the purpose of improving 70 acres of land near Johnson City.

Johnson City—Mattress, &c., Factory.—Younger Bros. will start a mattress, tent and awning factory.*

Kingston—Coal Mines.—The Walden Coal & Coke Co. has been incorporated.

Knoxville—Factory.—A \$25,000 factory is reported as to be erected at Greenway.

Knoxville—Machine Shops.—The Knoxville Southern Railroad Co. is reported as having secured site and as to erect machine shops.

Knoxville—Sash, Door and Blind Factory.—J. L. Hudiburg has, it is stated, purchased and will improve and operate the Broome sash, door and blind factory near Knoxville.

Knoxville—Brick Works.—It is reported that brick works will be established at Fountain City.

Knoxville—Sash, Door and Blind Factory.—A \$10,000 sash, door and blind factory is reported as being erected in Fountain City.

Loudon—Lumber.—The Little Tennessee Boom Co. has been incorporated for the purpose of constructing logging booms along the Little Tennessee river.

McMinnville—Novelty Works.—J. M. Woolcot, of Fremont, O., is investigating with a view of establishing novelty works in McMinnville.

Morristown—Stove Works.—As stated last week, the Morristown Stove Works will increase its capital stock.

Nashville—Planing Mill.—Handley, Dismukes & Co. will erect, it is reported, a planing mill.

Nashville—Electric-light Plant.—The Nashville, Chattanooga & St. Louis Railway Co. is reported as erecting an electric-light plant.

Nashville—Electric Plant.—The Maplewood Suburban Home Co. will erect an electric-light and power plant.

Newport—Iron Mines, &c.—The Southern Iron & Timber Co., lately reported, will develop iron mines.*

Paris—Saw Mill.—Mr. Eastwood is reported as having erected a saw mill at Puryear.

Unicoi—Iron Mines.—The Unaka Land & Mining Co. is developing iron mines, as recently reported.*

Wautauga—Water Works.—The Wautauga Water Co. is reported as constructing a system of water works.

TEXAS.

Abilene—Electric-light Plant.—Contract has been let for the erection of an electric-light plant, as recently stated, to a stock company organized by R. W. Kindel, of Weatherford; J. S. Massie, John Honey, Jr., and others.

Beaumont—Lumber Mill.—The Texas Tram & Lumber Co. is reported as remodeling its lumber mill and putting in new machinery.

Beeville—Water Works.—The water works previously mentioned will, it is stated, be the artesian well system and cost about \$25,000. The mayor can give information.

Belcherville—Flour Mill.—W. S. Birge will erect, it is stated, the flour mill previously mentioned.

Brenham—Electric-light Plant.—A. & H. Harrison have put in an electric-light plant.*

Clarendon—Machine Shop.—The Fort Worth & Denver City Railroad Co. will, it is reported, erect a new machine shop 50x100 feet.

Dallas—Pyrotechnic Works.—A factory for the manufacture of pyrotechnics is reported as to be built near West Dallas.

Dallas—Lumber Mill.—The Oak Cliff Lumber Co. has been incorporated with a capital stock of \$50,000.

Dallas—Ice and Refrigerator Factory.—The Oak Cliff Ice & Refrigerator Co. has been incorporated with a capital stock of \$100,000.

Dallas—Saw Mill.—The Cypress Lumber Co., recently mentioned, has erected a new saw mill.

Dallas—Electric Plant.—The Oak Cliff Cross Town Railway Co. will erect an electric plant to operate its street railway.

Dublin—Water Works.—The Dublin Water Works Co. is sinking an artesian well.

El Paso—Artesian Well.—D. McDougal has received contract at \$15,500, it is stated, to sink the artesian well previously mentioned.

Fairland (P. O. Chappel)—Granite Quarries.—Granite quarries are reported as being developed.

Farmersville—Flour Mill and Ice Factory.—A flour mill and an ice factory will be erected, it is stated.

Fort Worth—Paper Mill.—The Fort Worth Paper Co., organized by J. F. Ellis, H. B. Buck, C. W. Post and others, will erect the paper mill recently mentioned. The capital stock is \$250,000.*

Fort Worth—Water Works.—The Artesian Water Co. has amended its charter, increasing capital stock to \$100,000.

Fort Worth—Steel Plant.—A Chicago (Ills.) party is reported as having made a proposition to build a Bessemer steel plant at Fort Worth. Peter Smith can give information.

Fort Worth—Rolling Mill.—The Texas Rolling Mill Co., previously reported as incorporated to operate rolling mill, has a capital stock of \$50,000.

Galveston—Fertilizer Factory.—The Texas Sanitary Association has been incorporated for the purpose of manufacturing fertilizers.

Galveston—Land.—The Altar Land Co., mentioned in our last issue, will be incorporated to deal in land, &c.

Greenville—Machine Shops.—The Missouri, Kansas & Texas Railway Co. (office, Parsons, Kansas) is reported as to enlarge its Greenville machine shops.

Honey Grove—Electric-light Plant and Ice Factory.—The stock company mentioned in last issue as being organized to erect an ice factory will be known as the Honey Grove Ice & Electric Co., organized by W. D. Wilkins, C. N. Kinney, J. A. Pierce and others. The company is also

reported as to erect an electric-light plant. The capital stock is \$25,000.

Houston—Manufacturing.—The Simpson, Hartwell & Stoppel Manufacturing Co. has been incorporated with a capital stock of \$60,000.

Houston—Sewerage System.—A \$27,000 sewerage system is reported as to be constructed. The mayor can give information.

La Grange—Water Works.—The construction of a system of water works is projected.

Lampasas—Electric-light Plant.—A stock company is being organized, it is stated, to erect the electric-light plant previously mentioned.

Laredo—Artesian Well.—An artesian well will probably be sunk.

Marlin—Artesian Well.—Contract has been let at \$11,000, it is stated, for sinking the artesian well previously mentioned.

McGregor—Water Works.—The stock company mentioned in last issue as having been organized to construct water works will be known as the McGregor Artesian Water Co., organized with W. R. Blalock, president; T. A. Canfield, vice-president, and C. F. Smith, secretary. The capital stock is \$25,000.

Meridian—Water Works.—The construction of a system of water works is projected.

Palestine—Mattress Factory, &c.—A. H. & F. C. Bailey, lately reported as to erect a mattress factory, &c., have let contract for the erection of same.

Queen City—Iron Mines.—Iron mines will probably be developed near Queen City.

San Antonio—Laundry.—Another steam laundry will, it is stated, be established.

Strawn—Flour Mill.—Townzen & Shoemaker contemplate the erection of a roller flour mill.

Tyler—Cotton-seed Oil Mill.—H. H. Rowland, J. A. B. Brown, J. P. Patterson and others are reported as organizing a stock company to erect the cotton seed oil mill previously mentioned.

Uvalde—Water Works.—N. D. Townes, W. W. Collier, of Uvalde, and J. D. Crenshaw, of Grayson county, are the incorporators of the Uvalde Water Supply & Power Co., recently reported.

Waco—Land.—The \$1,000,000 stock company mentioned in last issue as organized has been incorporated (in Maine) as the Boston-Waco Land Co., and has purchased, it is stated, 500 acres of land near Waco for development.

Yoakum—Water Works.—E. P. Kelley, Alexander Fay and J. Blanks have incorporated the Yoakum Water Power Co., doubtless to construct the water works lately mentioned. The capital stock is \$60,000.

VIRGINIA.

Blackstone—Woolen Mills.—A Boston syndicate headed by Senator Bennett, of Massachusetts, is reported as having purchased half the capital stock of the Blackstone Land & Improvement Co., and as to incorporate the Boston Textile Manufacturing Co. for the purpose of erecting the woolen mill mentioned in last issue.

Bridgewater—Carriage Factory.—The Bridgewater Carriage Co. contemplates doubling the capacity of its carriage factory.

Buena Vista—Mattress Factory.—W. N. Seay has started a mattress factory, as reported in last issue.

Charlottesville—Electric-light Plant.—An arc-light electric plant is being put in by the Charlottesville & University Electric-Light & Gas Co., as reported last week.

Covington—Iron Furnace.—E. J. Bird, Jr., of Ironton, Ohio, mentioned in last issue, and others will construct a 125-ton blast furnace at Covington.

Front Royal—Electric-light Plant, Water Works, &c.—An electric-light plant, cracker and cake factory, 100-ton iron furnace and lime works are reported as to be erected, and a system of water works as being constructed. The Front Royal & Riverton Improvement Co. can give information.

Front Royal—Tack and Wire Nail Factory.—The stock company mentioned in last issue as organized to operate the tack and wire nail factory will be known as the Maryland Tack & Wire Nail Factory, and has a capital stock of \$50,000. The factory, which will be 153x65 feet, is reported as in course of erection.

Front Royal—New Town, &c.—The Mount Massanutten & Shenandoah Improvement Co., previously reported, has for its purpose the establishing of a new town to be called Samarcand, in Warren county, near Front Royal, secure industrial enterprises, etc.

Glasgow—Agricultural Implement Factory.—The Superior Manufacturing Co., of Springfield, Ohio, and Chamberlain & Riders, of Hudson Mich., are reported as investigating with a view of locating their agricultural implement factories in Glasgow. If these companies decide to locate in Glasgow they will consolidate and operate under one management.

Hampton—Electric Plant.—A plant is to be erected to operate an electrical railroad.

Harrisonburg—Electric-light Plant.—The Harrisonburg Electric-Light Co. has been organized with J. P. Houck, president, and E. S. Conrad, secretary, to erect an electric-light plant.

Irish Creek—Tin Reduction Works.—A stock company is reported as being organized by Moses Joy, of Boston, Mass., to erect reduction works at the tin mines previously leased by him.

Lynchburg—Land.—The East Lynchburg & James River Development Co., previously reported, has been reorganized with C. D. Larus, of Richmond, as president; W. T. Yancey, vice-president, and J. M. Williams, secretary. The capital stock is \$150,000.

Lynchburg—Railway Signal Factory.—The Owen Automatic Signal Co. has been incorporated with C. C. Dunn, Jr., president, and W. H. Wren, vice-president, to manufacture the R. O. Owen patent railway signal, etc. The capital stock is to be not less than \$100,000 nor more than \$1,000,000.

Madison C. H.—Laundry.—The establishing of a steam laundry is talked of.

Manchester—Flour Mill.—Warner, Moore & Co., of Richmond, are reported as putting new machinery in their flour mill at Manchester.

Marion—Iron Mines.—Wisconsin parties are reported as having purchased the Glade mountain iron ore property, and as to develop same.

McGeheysville—Barrel, Saw, & Mill.—G. T. Hopkins will, it is reported, rebuild his barrel, saw and stave mill, reported in this issue as burned.

New Castle—Iron Mines.—T. B. Ferguson is reported as having purchased iron ore property in Craig county, and as to organize a stock company to develop same.

New Castle—Iron and Manganese Lands.—The Manganese, Coal & Iron Co. is reported as to develop 20,000 acres of manganese and iron mines in Craig county.

New River Depot—Coal Mines.—The Gaymont Coal & Coke Co. is reported as having put a complete mining machinery outfit in its mines.

Norfolk—Land.—The Norfolk & Eastern Investment Co., mentioned in last issue, has purchased the H. A. Wise farm for \$900,000, and will improve same. The company's capital stock is \$1,000,000.

Norfolk—Cotton Factory.—The 20,000-spindle cotton mill mentioned last week will be erected by a stock company to be organized, and not by the Norfolk & Eastern Investment Co.

Norfolk—Land.—The Safety Land Co., to have a capital stock of \$130,000 nor more than \$200,000, has been incorporated with Thomas Pannill, of Petersburg, as president; R. H. Baker, Jr., of Norfolk, vice-president, and G. R. Dunn, secretary. Tracts of land near Norfolk have been purchased and will be improved by the company.

Norfolk—Real Estate.—The Northeast Norfolk Land Co. has been incorporated with M. Umstadter, president; H. L. Turner, vice-president, and Charles Myers, secretary, to deal in real estate. The capital stock is to be not less than \$50,000 nor more than \$500,000.

Norfolk—Water Works.—The water works committee will appropriate, it is stated, \$14,500 for additional machinery for the water works, in addition to the \$60,000 previously mentioned.

Petersburg—Phosphate Mines.—The Virginia-Florida Phosphate Co. has been incorporated with Paschal Davis, president. The capital stock is to be not less than \$120,000 nor more than \$600,000.

Pulaski City—Flour Mill, &c.—J. W. Robinson and Columbus Stone, previously reported as to erect a flour mill, have organized the Pulaski Milling & Manufacturing Co. with J. W. Robinson, president, to operate same. The company is also reported as to erect a lumber and planing mill 50x100 feet. The capital stock is \$30,000.

Pocahontas—Land.—The Pocahontas & Greenbrier Investment Co., reported in last issue as organized, has been incorporated with H. M. Lockridge, president, and R. Hutchinson, secretary.

Radford—Planing Mill and Woodworking Factory.—Sturdevan, French & Co. will rebuild their planing mill and woodworking factory, reported last week as burned.*

Riverton—Brick Works.—Samuel Carson is building \$10,000 brick works.

Roanoke—Knitting Mill.—Negotiations are pending for the removal to Roanoke of a \$12,000 knitting mill by a Northern party. Roanoke will secure this industry provided a stock company is organized for the purpose of erecting the building. C. O'Leary can give information.

Roanoke—Gas Works.—The Roanoke Gas & Water Co. is reported as improving its gas works.

Roanoke—Electric-light Plant and Fire-alarm System.—The city will probably hold an election to decide as to the issuance of \$12,000 for electric lights and \$5,000 for an electric fire-alarm system.

Roanoke—Electric Motor Factory.—The stock company previously mentioned as organized to manufacture the Woolley patent electric motor will be known as the Woolley Electric Motor Manufacturing Co., organized with S. S. Brooke, president; M. M. Rogers, vice-president, and J. B. Levy, secretary. The capital stock is \$75,000.

Roanoke—Land.—The Commonwealth Land Co. has been incorporated.

Roanoke—Electric Motor Works.—It is stated that a stock company has been organized with R. H. Woodrum, president, to manufacture the patent electric railway motor of Mr. Black.

Roanoke—Water Works, &c.—The Oakland Improvement Co., organized with C. O'Leary, president; John Freeman, vice-president, and A. D. Rice, secretary, is privileged to deal in real estate, build water works, etc. The capital stock is \$500,000.

Roanoke—Land.—The Cave Heights, Roanoke & Salem Land & Improvement Co. has been organized with O. G. Whitehurst, president; J. W. McDearman, vice-president, and J. E. T. Hunter, secretary. This company has purchased the W. C. Cook property and will improve same. The capital stock is \$300,000.

Roanoke—Real Estate.—The Bridgewater Investment Co. has been incorporated with P. S. Miller, president, and J. S. Simmons, secretary, to deal in real estate. The capital stock is \$22,000.

Roanoke—Real Estate.—The Oak Land Improvement Co. has been incorporated with C. O'Leary, president; John Freeman, of Freeman's, W. Va., vice-president, and A. D. Rice, secretary, to deal in real estate. The company has purchased the J. Allen Watts property of 1,100 acres of land and will improve same. The capital stock is to be not less than \$300,000 nor more than \$500,000.

Salem—Wire Nail Factory.—A stock company known as the Salem Iron Works, with a minimum capital stock of \$50,000 and a maximum capital of \$300,000, is reported as organized to erect a wire nail factory 200x70 feet. J. T. Crabtree can give information.

Salem—Clothing Factory.—Contract has been let for the erection of the clothing factory of the Holstein Woolen Mills Co., lately reported.

Savernake (P. O. Triford)—Concentrating Plant.—The Loch Laird Estate & Mineral Co. is erecting at its manganese mines a washing and concentrating plant of 100 tons capacity.

Savernake (P. O. Triford)—Manganese Plant.—The Savernake Manganese Grinding Co. is reported as organized with N. B. Floyd, of Lynchburg, president, to erect the manganese grinding works lately mentioned. The capital stock is \$30,000.

Savernake (P. O. Triford)—Brick Works.—The Savernake Pressed Brick Co. has been organized with a capital stock of \$30,000 to erect the brick works lately mentioned.

Savernake (P. O. Triford)—Metal Works.—It is stated that negotiations have been closed with a New England company to locate \$250,000 metal works in Savernake. The Loch Laird Estate & Mineral Co. can give information.

Savernake (P. O. Triford)—Cotton Mill.—A proposition has been made to establish a 4,000-spindle cotton mill. The Loch Laird Estate & Mineral Co. can give information.

Shenandoah—Land Improvement.—The West Shenandoah Land Co. has been organized with W. B. Compton, president; H. V. Strayer, vice-president, and S. H. Moffett, secretary, purchased 450 acres near Shenandoah, and will improve same. The capital stock is \$500,000.

Shenandoah—Bridge.—The West Shenandoah Land Co. is, it is stated, arranging for the construction of an iron bridge across the Shenandoah river.

Shendun—Brick Works.—R. J. Law, of Lexington, Ky., will establish the brick works recently mentioned.

Staunton—Wagon Factory.—The Bodley Wagon Co., of Wheeling, will remove its wagon factory to Staunton, as reported last week. The main building will be 80x120 feet.

Staunton—Shoe Factory.—E. & A. Asher, of Philadelphia, Pa., are reported as having purchased an interest in the shoe factory of the Staunton Shoe Manufacturing Co., and as contemplating the increase of its capital stock and the erection of a new factory.

Staunton—Water Works.—The city water works are reported as to be improved.

Sturgeon Point—Brick and Tile Works.—Oldfield, Black & Co., previously reported as to establish brick and tile works, have organized the Old Dominion Brick & Tile Co. with Luther Sheldon, president; G. S. Oldfield, first vice-president, and G. W. Black, secretary. The capital stock is \$100,000.

Surry—Granite Quarries.—The Granite City Land & Improvement Co. has been organized to develop granite quarries in Surry county. The capital stock is \$600,000.

West Point—Fertilizer Factory.—The Farmers' Alliance proposes to organize the Alliance Fertilizer Works with a capital stock of not more than \$25,000 for the purpose of manufacturing fertilizers, etc.

Wheeling—Coal Mines.—Donnelly, Hogan & Patrick are reported as having purchased the coal properties of the Riverside Iron Works Co., and as to develop same.

Winchester—Paper Mill.—The American Straw Board Co., of Chicago, Ill., will, it is stated, rebuild its Winchester paper mill.

WEST VIRGINIA.

Charleston—Electrical Supply, &c., Factory.—M. B. Reber, J. C. Neal and others have incorporated the New York & Ohio Co. for the purpose of manufacturing machinery, electrical supplies, etc.

Clarksburg—Coal Mines.—The Glenfalls Coal & Coke Co. is reported as to open coal mines near Clarksburg.

Davis—Electric-light Plant, Saw Mill, &c.—The Beaver Creek Lumber Co. is erecting a new saw mill and will put in an electric-light plant and build dry-kilns.

Franklin—Coal Mines, &c.—George Chrisman, of Chrisman, Va., is president; T. W. Osterheld, vice-president, and W. J. Cowger, secretary, of the Pendleton Development Co., recently reported.

Henderson—Saw and Planing Mill.—Robert Morrow is erecting, it is reported, a saw and planing mill.

Huntington—Land, &c.—J. N. Camden, of Parkersburg, is president; George McKendree, vice-president, and G. E. McDonald, secretary, of the Huntington & Kenova Land Development Co., recently reported. The company has purchased large tracts of land between Huntington and the new town of Kenova and will improve same; capital stock \$800,000.

Kentuck—Oil Well.—A stock company has sunk, it is stated, an oil well near Kentuck.

Keyser—Flour Mill.—L. A. Rizer is reported as having rebuilt his flour mill, previously reported as burned.

Middlebourne—Oil Wells.—The Eden Oil Co. has been incorporated to sink oil wells.

Morgantown—Flour Mill, &c.—The Victor Mills Co., previously mentioned, has been incorporated.

Oxford—Hogshead Factory.—S. W. Parker and S. W. Mitchell are reported as to establish a hogshead factory.

Piedmont—Foundry and Machine Shop.—The Twin Towns Manufacturing Co. has, it is stated, made arrangements for the removal to Piedmont of the machine shop and iron foundry of Stutzman & Katzmaier, of Williamsport, Pa.

Piedmont—Water Works.—A system of water works will probably be constructed. The mayor can give information.

Ravenswood—Oil Well.—The Standard Oil Co. of New York, is reported as sinking oil wells in Jackson county.

Ronceverte—Electric-light Plant.—The Edison Electric Co. has received contract to erect the electric-light plant previously mentioned.

Wheeling—Tobacco Factory.—S. S. Block, W. P. Hubbard, L. H. Brooks and others have incorporated the Block Bros. Tobacco Co.

BURNED.

Augusta, Ga.—The depot property of the Central Railroad & Banking Co. of Georgia (office, Savannah) damaged by fire; estimated loss \$75,000.

Breaux Bridge, La.—The saw mill and ginnery of Leon Dupus.

Carrollton, Ga.—The sash, door and blind factory of W. C. New.

Hannersville, N. C.—The saw mill of J. H. Cople.

Hickory, Miss.—The saw and grist mill of Scoggins Bros.

Hico, Texas.—The cotton gin of A. A. Smith at Martin's Gap.

Keyser, N. C.—The planing mill of Mills & Co.

Knott's Store, N. C.—The cotton gin of E. E. Barrett.

McGeheysville, Va.—The barrel, saw and stave mill of G. T. Hopkins.

Metcalf, Ga.—The cotton gin and grist mill of C. T. Hancock.

Oxford, Ala.—The Arlington Hotel; loss about \$33,000.

Roanoke, Va.—The machine works and blacksmith shops of the American Bridge Works; estimated loss \$10,000.

Wrightsville, Ga.—The cotton gin and grist mill of Mrs. S. G. Kittrell.

The cotton gins of Johnson & Smith, near Black Jack Grove, Texas; W. O. Goree, at Kinnards, S. C.; C. H. Matthis, near Blackville, S. C.; Samuel Payne, near Mountain View, Ark.; the Stovall cotton gin, at Terrell, Texas; W. C. Tinsley, near Americus, Ga.; W. W. Grubbs, at Orchard Hill, Ga.; W. J. Lawrence, at Tarboro, N. C.; H. J. Ogilby, at Richmond, Va.; the cotton gin on the State farm in Northampton county—estimated loss \$5,000; J. H. Otey, near Cainsville, Tenn.; J. M. Richardson, Summerton, S. C.; Mrs. E. J. Kennard, at Port Gibson, Miss.; Rufus Shuptrine, at Safford (P. O. Alberta Station), Ala.; T. J. & W. Vaughan, at Murfreesboro, N. C.; J. E. Smith, near Jonesborough, Ga.; Summerville & Ogilby, at Richmond, Texas; Bailey and Anderson, at Madden, S. C.; Peter Simmons, near Yazoo City, Miss.

THE National Board of Trade, in session at New Orleans, adopted last Tuesday resolutions in favor of the continued improvement of the navigation of the Mississippi river and the protection of the inhabitants of the delta from periodic overflows. This means the completion of the levee system on the plan proposed in the Coleman bill asking for an appropriation of \$9,000,000, as well as the continuance of the satisfactory work in progress under the plans of the Mississippi River Commission. The following preamble and resolution, introduced by Mr. A. D. Anderson, of Washington, and seconded by Mr. Waldo Smith, of New York, were adopted unanimously:

Whereas, Commerce and the arts of peace are the corner stone of the World's Columbian Exposition; and, whereas, enlarged commercial relations with the several sister nations of the new world Columbus discovered is a matter of transcendent practical importance to all commercial bodies; and, whereas, during the coming month legislatures of a majority of the States will meet in biennial session; therefore, be it

Resolved, That the National Board of Trade pledge its hearty support to this patriotic movement, and invites the more than 1,000 boards of trade throughout the United States to unite in urging upon their respective State legislatures the necessity of early action on the subject of State exhibits.

This action will have the greater influence because presented by a Washington and seconded by a New York delegate. It is in line with the suggestion the MANUFACTURERS' RECORD has made to the South of the importance of immediate action in every State.

SUPERB HOLIDAY CARDS.—Messrs. Raphael Tuck & Sons, London, Paris, Berlin, and 298 Broadway, New York, have prepared for the coming holiday season the most splendid and pleasingly varied collection of Christmas and New Year cards ever issued by that house, which has already appeared to have exhausted the resources of origination and execution. Their cards show the work of a brilliant staff of designers, artists and lithographers. The subjects are of infinite range, and the designs are original and almost confusing in variety. The collection ranges from plain cards to elegant photo-gravure panels, with styles in plush, satin and laces. Others have beautifully painted backgrounds. It would appear that everything inspiring in nature, the poets, mythology, hymnology and the domestic circle had been seized upon by the designers of the firm to render this collection the most superb ever offered to the trade.

Baltimore Stock Exchange Quotations.

Reported by ALEXANDER BROWN & SONS, Bankers, Baltimore.

BALTIMORE, December 10, 1890.

	BID.	ASKED.
Virginia 3-4 5 10-40's.....	30	
Virginia 3's, new.....	63½	64
N. Carolina 4's.....	97	97½
Norfolk Water 8's C.....	120	
W. Va., Col. & Aug.....	102	
Ga. Car. & N. 5's.....	102	103
Cin. Wash. & B. (En. B. & O.) 1st 4½'s.....	98	
Va. & Tenn. 2d 5's.....	100	
W. Va. 5's.....	111½	
W. Va. 5's.....	116	
W. Va. 5's.....	116	
Atlanta & Char. 1st 7's.....	119½	
Atlanta & Char. Income 6's.....	104	
Col. & Green. 1st 6's.....	108	
Va. Midland, 1st 6's.....	116	
Va. Midland, 2d 6's.....	113	
Va. Midland, 4th 3-4's.....	85	
Va. Midland, 5th 5's.....	99	
Charlotte, C. & Aug. 2d 7's.....	116½	
West Va. Central 1st 6's.....	110	110½
Ga. Pacific 1st 6's.....	108	
Ga. Pacific 2d 6's.....	67	
West Nor. Car. Cons'd 6's, Gold.....	100½	
Cape Fear & Y. Valley 6's, A.....	100	
Cape Fear & Y. Valley 6's, B.....	100	
Cape Fear & Y. Valley 6's, C.....	100	

You Cannot Make a Better Present to Your Wife or Children than by giving them some Shares
in a 20 per cent. Paying Stock.

BEST PAYING INVESTMENT ON EARTH.

FLORIDA HAVANA TOBACCO GROWING

THE

C. S. Philips Patent Process Tobacco Growing & Curing Co.

Incorporated Under the Laws of New York. Twenty (20) Patents.

PLANTATIONS, 14,000 ACRES, FITZHUGH, POLK COUNTY, FLORIDA.

CAPITAL STOCK, \$1,500,000.

Divided into 150,000 Shares of \$10 each, full paid and unassessable.

CHAS. S. PHILIPS, President.

HARRY R. MILLER, Treasurer.

WM. H. CUTLER, Vice-President, Garfield Building, Brooklyn, N. Y.

70,000 Shares of Twenty (20) Per Cent. Preferred Stock of \$10 Each, of which there are \$5,000
Shares yet for sale, and growing less every day: 80,000 Shares of Common Stock of
\$10 Each, which are all taken by parties in the tobacco trade.

GREAT LAND PURCHASE.

TO WHOM IT MAY CONCERN.

This is to certify that the C. S. Philips Patent Process Tobacco Growing & Curing Company, of New York City, of which Mr. Charles S. Philips is president, has purchased from the South Florida Railroad Co., and the Plant Investment Co., through me and my office as Eastern Agent for the said companies, 13,558.71 acres of land, which is located in Polk County, Fla., being near Fitzhugh and Lake Hancock, and are the lands on which the said company is now planting tobacco.

November 27, 1889.

Respectfully,

J. D. HASHAGAN, Eastern Agent,
261 Broadway, New York, N. Y.

To show our good faith and confidence in the large profits this Florida Havana Tobacco Growing & Curing Company expects to pay its stockholders the 80,000 shares used for the purchase of the Lands and Patents shall receive no dividends until twenty (20) per cent. per annum has been paid to the purchasers and holders of the 70,000 shares of the Working Capital Stock, the only stock that is for sale. This company is in full working order on the plantation putting in a crop which will be harvested this spring, and every dollar realized from the sale of the stock will be used only for the purpose of extending the acreage of the crop, and the profits the first year will not be less than twenty (20) per cent. or two dollars (\$2) per share each of ten dollars (\$10). The McKinley Bill puts two dollars (\$2) per pound duty on imported leaf, such as we produce in Florida, which enables us to sell our tobacco in the American market at much higher prices than the Cuban planter gets, and greater profit. Our Patent Curing Process saves three (3) years time in the curing of tobacco, and the process is a perfect and continuous one from the day it is harvested from the field. We shall run the profits to more than one hundred (100) per cent. in the course of two (2) or three (3) years. Fill out the application for shares for as many as you want or can pay for on the installment plan and mail it with amount of first instalment to our office.

The following certificate from the expert patent attorneys proves our claim to a right to the entire curing business under our patents, as we have no competitor in the Patent Office nor in the world, a very unique and enviable position for us and our stockholders.

HUBERT A. BANNING.

LAW OFFICES OF BANNING & MONROE

Patents, Incorporations, Trade Marks and Copyrights, Morse Building, 140 Nassau St.,
NEW YORK, January 9, 1890.

ROBT. GRIER MONROE.

CHARLES S. PHILIPS, ESQ., New York City.

DEAR SIR—After a thorough consideration of the state of the art, with which we have become familiar by long study and professional services in connection with the patents relating to the treatment, etc., of tobacco, and in view of the fact that the United States Patent Offices have given no reference anticipating your discovery as to the proper relations which should exist between the degrees of the heat and percentages of moisture, we do not believe that anyone ever preceded you in making the discovery. We are confirmed in this view by the absence of any theory or discussion of the process as described by you, either in any printed publications or patents or technical works pertaining to the treatment of tobacco. We know of no one who can possibly be your competitor in this matter, and have every confidence in your process, both as to its novelty and utility, and your right to the exclusive use of it.

Yours respectfully,

BANNING & MONROE.

To place a valuation of two million dollars on the patents would not be out of the way, as they are beyond the experimental stage and are earning about thirty thousand dollars per year, and it is expected that within the next three to five years the net income from the patents alone will amount to at least five hundred thousand dollars (\$500,000) per year, and ought to go to more than a million dollars (\$1,000,000), as this patent curing process saves three to four years' time and interest on the money on the cost of the crop for that length of time in the curing of "Fillers" (which is about one-half of the crop) and one to two years' time in the curing of the "Wrappers," which is the other half of the crop.

POTNEY, WINDHAM CO., VT., June 10, 1890.

MR. C. S. PHILIPS, 188 Pearl St., New York.

DEAR SIR—We have used your process in the curing of a package of the 1889 crop of tobacco. The tobacco was put into the sweating room March 25. It was kept in the process until May 22, making fifty-nine days. It was stripped and sampled June 4. We are well pleased with the result. The curing is the most perfect of any lot we ever sampled, the tobacco being more uniform in its curing and color, and the outside as well cured as in the middle. From the tip of the leaf back to the band the color was even, showing none of the green spots we see in so much of our sweet tobacco. We are so well pleased with the result we should never wait for a packing to cure by summer heat, etc.

Respectfully yours,

E. O. & H. D. GASSETT.

ENORMOUS DIVIDENDS paid to the stockholders by the Dutch companies. Do not say we cannot do even better.

From the reports of the four largest Dutch or Sumatra tobacco growing companies we take the following figures as to the dividends which they declared. Nearly all of the fine wrapper leaf grown by these companies was consumed in this country.

DIVIDENDS PAID—PER CENT.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889.
Deli Mattschappij	101	77	107	108	109
Arendsburg Miatshappij	50	60	100	100	100
Amsterdam "	30	30	70	50	80
Batavia "	45	36	34	35	105

*Besides about \$250,000 written off for purchase on new estate.

The above figures are cold facts for investors to well consider before they decide not to improve this golden opportunity to invest in this American company.

CUT THIS OUT.

FORM OF APPLICATION FOR SHARES.

MR. CHAS. S. PHILIPS, President, 188 Pearl St., New York.

I HEREBY SUBSCRIBE TO _____ Shares of the
C. S. PHILIPS PATENT PROCESS TOBACCO GROWING & CURING CO., at \$10 per
Share, non-assessable, and agree to pay 20 per cent. on subscribing [\$2 per Share] and 20
per cent. per month until all Installments are paid.

Enclosed find First Installment of \$ _____ Dollars.

Date, _____

Name, _____

Postoffice Address in full, _____

Please date and fill out this blank for the number of shares you wish to subscribe for. Sign your name and address on the blank lines under the date and enclose Check or Draft for one-fifth of the amount you subscribe for and mail the same to the above address, upon receipt of which you will receive a proper receipt, and a regular Engraved Certificate of Stock for the number of shares you subscribe for when the last installment is paid. Agents wanted. Write for particulars

This Blank to be Filled Out, Signed and Sent to 188 Pearl Street.

Building Notes.

Accomack, Va.—Church.—The building of a Catholic church is proposed. Rev. Father Mickel can give information.

Alvin, Texas.—College.—A building is to be erected for the A. A. Talmage College.

Americus, Ga.—H. D. Watts contemplates erecting a two-story brick building.

Americus, Ga.—Hotel.—The hotel referred to last week as to be built at Helena is the one in course of erection at that place for the Americus Investment Co.

Aniston, Ala.—J. Black has secured contract for the erection of a three-story building for Goodwin & Gardner. Chisolm & Green prepared the plans. Hydraulic elevators will be put in.

Augusta, Ga.—Depot.—The Central Railroad & Banking Co. of Georgia (office, Savannah) will rebuild its freight depot, reported in this issue as burned.

Baltimore, Md.—Church.—The Catholics contemplate building a church at Lansdowne. Rev. J. P. Holden can give information.

Baltimore, Md.—A permit has been granted to C. R. Taylor for the erection of 6 two-story brick buildings.

Bessemer, Ala.—Schoolhouse.—The city will probably build a schoolhouse. The mayor can give information.

Birmingham, Ala.—Church.—The Episcopalians will rebuild their church recently burned.

Bridgeport, Ala.—The Bridgeport Land & Improvement Co. is reported as to let contract for the building of 70 houses.

Canton, Miss.—Hotel.—A three-story brick hotel is reported as to be built on the site now occupied by the European Hotel.

Canton, Miss.—Depot.—The Illinois Central Railroad Co. (office, Chicago, Ill.) will, it is reported, build a depot to cost \$10,000.

Chattanooga, Tenn.—John Campbell intends erecting a building to cost \$5,000.

Chattanooga, Tenn.—School Building.—The board of school commissioners contemplate erecting a school building in the southeastern part of Chattanooga.

Chattanooga, Tenn.—Hotel, Theatre, &c.—It is proposed to organize a stock company to erect a nine-story building to include a 300-room hotel, theatre and office building. Townsend & Stone are said to have prepared the plans, and W. Latham & Sons are the promoters of the enterprise. The estimated cost of the building is \$1,000,000.

Chattanooga, Tenn.—Bank Building.—The Citizens' Bank & Trust Co. contemplates the erection of a seven-story bank building.

Corpus Christi, Texas.—Opera-house.—A Fort Worth syndicate will, it is stated, build an opera-house at an estimated cost of \$30,000. Architects Gordon and Laub, of San Antonio and Corpus Christi, are reported as furnishing plans.

Cumberland Gap, Tenn.—The New South Building & Loan Association will, it is stated, erect a brick building.

Dayton, Tenn.—The Dayton Lumber Co., referred to in our Construction Department, contemplates building a number of residences.

Dayton, Tenn.—Courthouse.—J. L. McPherson can be addressed until January 1 relative to the furnishing of plans and specifications for the building of a \$50,000 courthouse.

Dunnellon, Fla.—W. T. Tompkins contemplates erecting a two-story business building, 24x48 feet.

Enterprise, Miss.—A branch of the Southern Building & Loan Association of Atlanta, Ga., has been organized.

Florence, Ala.—Hotel.—H. B. Downs has prepared plans for building a three-story brick and stone hotel for A. W. Bliss.

Fort Worth, Texas.—A branch of the Central National Building & Loan Association of Omaha, Neb., has been organized with W. W. Dexter, president; C. B. Eastman, secretary, and R. E. McNulty, treasurer.

Fort Worth, Texas.—Hotel.—The required bonus has been raised for the building of the \$750,000 hotel by Burnham & Root, of Chicago, Ill., lately referred to. It amounts to \$115,000, and is to be expended in purchasing site.

Fort Worth, Texas.—W. B. Moore contemplates building several residences.

Fort Worth, Texas.—The Kansas Investment Co., J. F. Wellington, president, is reported as to build tenement houses.

Georgetown, D. C.—Hotel.—E. & E. Batzley intend rebuilding, of granite, their hotel, reported last week as burned.

Glasgow, Va.—The Duke and Duchess of Marlborough will, it is stated, build several storehouses to cost \$15,000 each. The Rockbridge Co. can give information.

Greenwood, S. C.—Hotel.—The building of a hotel is contemplated.

Hallettsville, Texas.—Opera-house.—Kahn &

Stanzel contemplate building an opera-house 50x 100 feet.

Hendersonville—Hotel and Opera-house.—The Hendersonville Opera House & Hotel Co. has been chartered by M. C. Toms and others to build an opera-house and hotel. The capital stock is \$100,000.

Hot Springs, Ark.—Hall.—The Union Building Co. has been organized with a capital stock of \$25,000 to erect the hall building lately reported.

Huntsville, Texas.—Church.—The members of the Baptist church contemplate building a new edifice.

Jellico, Tenn.—Opera-house.—The building of an opera-house is contemplated. The London & New York Land Co. can probably give particulars.

Johnson City, Tenn.—Opera-house.—The Johnson City Opera House Co. has been organized with Eugene Horton as president, and W. W. Faw, secretary, for the purpose of building an opera-house.

Johnson City, Tenn.—Depot.—The East Tennessee, Virginia & Georgia Railroad Co. (office, Knoxville), the East Tennessee & Western North Carolina Railroad Co. (office, Cranberry, N. C.) and the Charleston, Cincinnati & Chicago Railroad Co. (office, New York, N. Y.) contemplate building a union depot to cost \$15,000.

Johnson City, Tenn.—F. A. Stratton will let contract for the building of 4 dwellings to cost \$16,000, and is having plans prepared for a residence to cost \$20,000.

Key West, Fla.—City Hall.—S. G. Harvey has, it is stated, secured contract at \$66,650 for building the city hall previously reported.

Lakeland, Fla.—Hotel.—The building of another hotel is rumored.

Little Rock, Ark.—Exposition Building.—J. H. McCarthy will receive proposals until December 20 for the erection of an exposition building. Rickon & Thompson prepared the plans.

Loudon, Tenn.—Hotel.—R. Z. Gill, of Knoxville, is preparing plans for the erection of a hotel.

Louisville, Ky.—Hotel.—Henry Brockman and others have purchased the Alexander Hotel and intend remodeling it.

Lynchburg, Va.—School Building.—The city will, it is stated, erect a school building to cost \$17,000 for colored pupils. The mayor can give particulars.

Lynchburg, Va.—Houses.—The West Lynchburg Land Co. writes that a company is being formed to build 100 houses on its property.

Manchester, Va.—A branch of the National Building & Investment Association has been organized with J. L. Robinson, president; G. E. Gary, treasurer, and A. Royal, secretary.

Maysville, Ky.—J. C. Adamson intends building a residence.

Middlesborough, Ky.—A. Tribble will erect a brick building to cost \$5,000.

Middlesborough, Ky.—Hotel.—The Middlesborough Land & Improvement Co. contemplates building a hotel.

Middlesborough, Ky.—F. A. Hood and John Colson both intend erecting brick business blocks.

Murphy, N. C.—Hotel.—The Murphy Land Co. is reported as to build a \$50,000 hotel.

Nashville, Tenn.—Opera-house.—Smith & Dudley have prepared plans for remodeling the Vendome Opera-house for William Duncan and Manager Milson.

Newport, Ky.—It is intended to erect additional buildings at the U. S. military barracks; \$58,000 are available for the work.

New Orleans—Synagogue.—The members of the Temple Sinai congregation contemplate building a synagogue. Michael Frank can give information.

Oxford, N. C.—Church.—The Baptists will probably build a church to cost from \$10,000 to \$12,000.

Princeton, Ky.—The erection of a workhouse by Caldwell county is contemplated.

Punta Gorda, Fla.—Church.—The Episcopalians intend building a church.

Richmond, Va.—The cost of the building lately mentioned as to be erected by the Chamber of Commerce is estimated from \$125,000 to \$140,000.

Richmond, Va.—James H. Barton is reported as to build 25 houses on Barton Heights.

Roanoke, Va.—Rosenbaum Bros., W. F. Winch, S. M. Firey and J. W. Coon have formed a company for the purpose of erecting a building to cost \$40,000.

Roanoke, Va.—Opera-house.—A company has been formed with R. H. Woodrum, president; Edward Mininger, vice-president, and Edward Mininger, secretary, to build an opera-house. The corporation is to be known as the Roanoke Academy of Music, and has a capital stock of \$100,000. A site 75x165 feet has been secured.

Roanoke, Va.—C. O'Leary is president, and A. D. Rice, secretary, of the Oakland Improvement ment Co., organized for the purpose of building houses, etc. The capital stock is \$500,000.

Salem, Va.—Depot.—The Norfolk & Western Railroad Co. (office, Roanoke, Va.) contemplates, it is stated, building a depot to cost \$40,000.

Savannah (P. O. Triford), Va.—J. H. Wayt, of Staunton, is president, and J. E. B. Stuart, of Buena Vista, secretary, of the Savannah Investment Co., lately reported as organized to erect buildings. The capital stock is \$200,000.

Staunton, Va.—J. P. Foulk will prepare plans for the erection of a building for the fire department.

Tallapoosa, Ga.—Church.—The members of the Presbyterian church will, it is stated, build an edifice.

Temple, Texas.—Church.—The Catholics will build a church to cost about \$30,000. Rev. Father Lennartz can give information.

Timmonsville, S. C.—Bank Building.—S. Bounds, of Florence, has secured contract for the erection of a building for the Bank of Timmonsville.

Titusville, Fla.—A branch of the Interstate Building & Loan Association of Columbus, Ga., has been organized.

Tredegar (P. O. Jacksonville), Ala.—C. D. Martin and T. W. Ayres will each build a residence.

Tredegar (P. O. Jacksonville), Ala.—Mr. Frizzell, of Aniston, has secured contract for building to tenement houses for J. W. Burke, of Tredegar.

Tredegar (P. O. Jacksonville), Ala.—Peyton Rowan intends erecting a three-story brick business building 32½x90 feet.

Victoria, Texas.—Nebraska parties are said to have purchased a large tract of land near Victoria from Wilson & Daniel, and awarded contract for the building of 60 dwellings.

Victoria, Texas.—L. R. Daniels has let contract for the building of 30 dwellings.

Waco, Texas.—Bank Building.—The First National Bank contemplates erecting a bank building.

Washington, Ga.—Jail.—Wilkes county will build a new jail, as stated last week, and bids are being received by J. S. Barnett.

Washington, D. C.—Asylum.—The Church of the Reformation of East Washington will build a home for aged women to cost \$30,000. T. F. Schneider will prepare the plans.

Wheeling, W. Va.—E. W. Schaefer is reported as to build a five-story brick business building.

Wheeling, W. Va.—Beltz, Flading & Co. have secured contract for building a two-story dwelling for A. G. Windsor to cost \$6,000.

Wytheville, Va.—Depot.—The Norfolk & Western Railroad Co. (office, Roanoke) contemplates building a depot to cost, it is stated, \$20,000.

MACHINERY WANTED.

If you desire to purchase machinery of any kind consult our advertising columns, and if you cannot find just what you wish, send us particulars as to the kind of machinery needed. We will make your wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. You will thus get all information desired as to prices, etc.

Boilers and Engines.—The Manchester Manufacturing Co., Macon, Ga., wants engines and boilers.

Boiler and Engine.—J. H. Graybill, Roanoke, Va., wants a boiler and engine.

Boiler and Engine.—W. S. Hundley, Oxford, N. C., wants a 16 or 20 horse-power boiler and engine.

Boiler and Engine.—J. G. Frey, Norfolk, Va., wants boiler and engine.

Broom Machinery.—The Columbus Broom Factory, Columbus, Ga., wants to correspond with manufacturers of broom machinery.

Car Castings.—W. G. Wadley, Houghton, La., will purchase castings and wrought iron necessary for building logging cars.

Cars.—The Oak Cliff Cross Town Railway Co., T. L. Marsalis, president, Dallas, Texas, will purchase cars for electric railway.

Cars.—The Huntington & Kenova Land Development Co., Huntington, W. Va., wants four passenger coaches, two of which are to be combination cars.

Car Works.—The Beaumont Car Works, Beaumont, Texas, is in the market for machinery and supplies of all kinds for its car works plant.

Coffin and Furniture Factory.—W. H. Bowman, Trenton, Ga., will need machinery for a coffin and furniture factory.

Cotton Mill Machinery.—The Manchester Manufacturing Co., Macon, Ga., wants latest improved cotton mill machinery.

Drills.—The Bodley Wagon Co., Wheeling, W. Va., wants radial drills.

Drills.—The Kensington Iron Co., Kensington, Ga., wants information on electric mining drills.

Dry-kilns.—The Bodley Wagon Co., Wheeling, W. Va., wants dry-kilns.

Dummy Engines.—The Huntington & Kenova Land Development Co., Huntington, W. Va., wants two steam dummy engines, gauge 4½ feet.

Electric Batteries.—A. & H. Harrison, Brenham, Texas, want to correspond with manufacturers of storage batteries.

Electric Plant.—The Oak Cliff Cross Town Railway Co., T. L. Marsalis, president, Dallas, Texas, is in the market for electric power plant.

Elevator.—Emerson, Hinkley & Tyler, Punta Gorda, Fla., want a small hand hoist.

Engine.—The Greenbrier Dressed Meat Co., Ronceverte, W. Va., will want a 50 horse-power automatic high-speed engine.

Engine.—Lamb & Smith, Columbia, Tenn., want a 60 to 80 horse power engine.

Handle Machinery.—The Columbus Broom Factory, Columbus, Ga., wants to correspond with manufacturers of handle machinery.

Hoisting Engine.—The Baratara Canning Co., Biloxi, Miss., wants a rotary hoisting engine.

Lime-kiln.—G. B. Anderson, Laurens, S. C., wants an improved lime-kiln.

Locomotive and Live Roller.—William Stokes & Son, Palatka, Fla., may want a tram-road locomotive to run on wood, and a live roller to take slabs out of mill.

Locomotive.—W. G. Wadley, Houghton, La., will purchase a second-hand light locomotive with tender about 24 to 30 tons weight.

Mattress Factory.—Younger Bros., Johnson City, Tenn., want machinery for a mattress factory.

Millstone.—J. T. Moore, Griffin, Ga., will want a four-foot millstone.

Mining Machinery.—The Southern Iron & Timber Co., Newport, Tenn., wants iron mining machinery.

Paper Mill Machinery.—C. W. Post, 210 Main street, Fort Worth, Texas, wants information and prices on a Fourdrinier paper machine, cylinder machine and full equipment for paper mill.

Planing Mill.—Hagan Bros. & Co., Winchester, Ky., want a complete planing mill outfit.

Planing Mill.—E. A. Stanton, Prescott, Ark., will need planing mill machinery.

Planing Mill.—H. J. Allen, Queen City, Texas, will purchase a planing mill outfit.

Pulleys, etc.—A. E. Stanton, Prescott, Ark., will need pulleys, shafting, etc.

Rails.—W. G. Wadley, Houghton, La., will want 30 to 40-pound steel rails, new or second-hand.

Rubber Stamp Machinery.—V. H. Hanson, 5 Park Place, Atlanta, Ga., wants an outfit for a rubber stamp factory.

Saw Mill.—H. J. Allen, Queen City, Texas, will purchase saw mill outfit.

Shafting.—The Bodley Wagon Co., Wheeling, W. Va., wants shafting.

Shears, etc.—The Bodley Wagon Co., Wheeling, W. Va., wants alligator shears, wheels and other machinery.

Smelting Machinery, etc.—The Southern Iron & Timber Co., Newport, Tenn., wants smelting and ore-washing machinery.

Steel Plates.—General S. V. Benet, Washington, D. C., will receive bids until December 27th for supplying four steel armor plates and bolts.

Street Railway Supplies.—The Norfolk & Eastern Investment Co., Norfolk, Va., will want street railway supplies.

Tent Factory.—Younger Bros., Johnson City, Tenn., want machinery for an awning and tent factory.

Turbine Wheel.—The Unaka Land & Mining Co., Unicoi (P. O. Johnson City), Tenn., will purchase a turbine wheel.

Washing Machinery.—The Unaka Land & Mining Co., Unicoi (P. O. Johnson City), Tenn., will purchase ore-washing machinery.

Water Works.—D. K. Hitchcock, Marion, N. C., wants to correspond with water works contractors.

Woodworking Machinery.—Sturdevant & French, Radford, Va., want a full line of woodworking machinery.

Woodworking Machinery.—The Orleans Manufacturing & Lumber Co., New Orleans, La., wants catalogues of sash, door and blind machinery.

Woodworking Machinery.—Lamb & Smith, Columbia, Tenn., want a heavy planer and matcher.

Woodworking Machinery.—W. H. Cross, Marion, S. C., wants information and prices on machinery to manufacture bedsteads, safes, etc.

Woodworking Machinery.—J. H. Graybill, Roanoke, Va., wants a full outfit for a planing mill.

Woodworking Machinery.—Beatty & Blane, Pineville, Ky., will purchase a combined mortiser and borer, combined saw and dado machine, sand papering machine, tenoner, 9-inch moulder and sticker, and a new style door and sash clamp.

Woodworking Machinery.—J. G. Frey, Norfolk, Va., wants lathes for turning balustrades, and automatic log mill and bolter.

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Ice Making, Cold Storage, Packing Houses, Breweries, &c.

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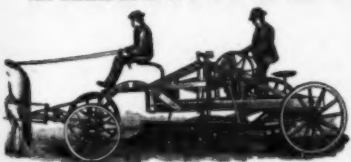
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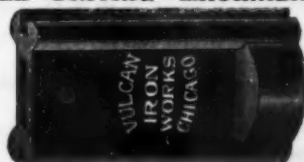
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PROPOSALS.

SEWER PIPE.—Sealed proposals will be received by the Mayor and Board of Aldermen of the City of Winston, N. C., until 3 o'clock P. M. of Monday, December 22, 1890, for furnishing about 4 miles of Sewer Pipe, from 6 to 24 inches diameter, and fittings for same. Specifications, approximate quantities, etc., may be obtained from the Chairman of the Sewerage Committee or the Engineer. The right is reserved to reject any or all bids. J. W. ALLSPAUGH, Chairman Sewerage Committee. J. L. LUDLOW, Engineer.

PROPOSALS FOR SEWERS.—Sealed proposals will be received by the Mayor and Board of Aldermen of the City of Winston, N. C., at the Mayor's office of said city, until 3 o'clock P. M. Friday January 2d, 1891, for constructing a part of the proposed System of Pipe Sewers for said city. Copies of the general plans and specifications, forms of proposals and instructions to contractors and any information relative thereto may be obtained from the Chairman or Engineer of the Sewerage Committee. The Committee reserves the right to reject any or all bids. J. W. ALLSPAUGH, Chairman Sewerage Committee. J. L. LUDLOW, Engineer.

NOTICE TO CONTRACTORS.
LITTLE ROCK, ARK., Nov. 25, 1890.
Sealed Bids will be received by the Building Committee of the Little Rock Exposition Association, at the office of Messrs. Rickon & Thompson, architects, up to noon of December 22, 1890, for the erection of an Exposition Building, according to the plans and specifications on file in the office of the above-named architects. Each bidder will be required to deposit a certified check for the sum of \$1,000, payable to the order of Logan H. Roots, Treasurer of the said Association, as a guarantee that if the work is awarded to said bidder he will enter into contract and give satisfactory bond in the sum of \$50,000 for the faithful performance of same. The board reserves the right to reject any and all bids by order of the Board J. H. MCCARTHY, President. J. B. SUTTLER, Secretary.

SEALED PROPOSALS will be received at the Office of the Supervising Architect, Treasury Department, Washington, D. C., until 3 o'clock P. M. on the 22nd day of December, 1890, for all the labor and materials necessary to complete the approaches, nailing platform, postoffice lookout, &c., for the U. S. Courthouse and Postoffice building at Pittsburgh, Pa., in accordance with the drawings and specification, copies of which may be had on application at this office or the office of the superintendent at Pittsburgh, Pa. Each bid must be accompanied by a certified check for \$500. The Department will reject all bids received after the time herein stated for opening the same, also all bids which do not comply strictly with all the requirements of this invitation. Proposals must be enclosed in envelopes, sealed and marked "Proposal for approaches, &c., for the U. S. Courthouse and Postoffice, &c., building at Pittsburgh, Pa.," and addressed to JAS. H. WINDRIM, Supervising Architect. November 28th, 1890.

SEALED PROPOSALS will be received at the Office of the Supervising Architect, Treasury Department, Washington, D. C., until 3 o'clock P. M. on the 17th day of December, 1890, for the iron beams, etc., for first floor, basement columns, &c., for the United States Courthouse, Postoffice, &c., building at Detroit, Michigan, in accordance with drawings and specifications, copies of which may be had on application at this office or the office of the superintendent at Detroit, Michigan. Each bid must be accompanied by a certified check for \$100. The Department will reject all bids received after the time herein stated for opening the same, also bids which do not comply strictly with all the requirements of this invitation. Proposal must be enclosed in an envelope, sealed and marked "Proposal for the Iron Beams, &c., for the First Floor and Basement Columns, etc., for the U. S. Courthouse, Postoffice, &c., building at Detroit, Mich.," and addressed to JAS. H. WINDRIM, Supervising Architect. November 26, 1890.

SEALED PROPOSALS will be received at the Office of the Supervising Architect, Treasury Department, Washington, D. C., until 3 o'clock P. M. on the 17th day of December, 1890, for all the labor and materials required for concreting the floor of basement, &c., of the U. S. Courthouse and Postoffice at Pittsburgh, Pa., in accordance with drawing and specification, copies of which may be had on application at this office or the office of the superintendent at Pittsburgh, Pa. Each proposal must be accompanied by a certified check for \$100. The Department will reject all bids received after the time herein stated for opening the same, also all bids which do not comply strictly with all the requirements of this invitation. Proposals must be enclosed in envelopes, sealed and marked "Proposal for Concrete Floor for the U. S. Courthouse and Postoffice building at Pittsburgh, Pa.," and addressed to JAS. H. WINDRIM, Supervising Architect. November 26th, 1890.

SEALED PROPOSALS will be received at the Office of the Supervising Architect, Treasury Department, Washington, D. C., until 3 o'clock P. M. on the 3rd day of January, 1891, for all the labor and materials required for the approaches to the U. S. Courthouse, Postoffice, &c., building at Louisville, Ky., in accordance with the drawing and specification, copies of which may be had on application at this office or the office of the Superintendent. Each bid must be accompanied by a certified check for \$500. The Department will reject all bids received after the time herein stated for the opening of the same, also bids which do not comply strictly with all the requirements of this invitation. Proposals must be enclosed in an envelope, sealed and marked "Proposal for the Approaches to the U. S. Courthouse, Postoffice, &c., building at Louisville, Ky.," and addressed to JAS. H. WINDRIM, Supervising Architect. December 4th, 1890.

UNITED STATES ENGINEER OFFICE.
ST. AUGUSTINE, FLA., Nov. 26, 1890.
Notice is hereby given that on the 27th day of December, 1890, at 12 o'clock noon, standard time, I will sell at Mayport, Fla., for cash, to the highest bidder, the wreckage from the bark "Neva," consisting of about 35 cords (more or less) of log-wood. The log-wood is apparently in good condition. It is in sticks from 4 to 5 1/2 feet long and from 3 inches to 30 inches in diameter. The wood must be removed within 30 days from sale and until removed will be at owner's risk. For further information apply to this office. W. M. BLACK, Captain, Corps of Engs., U. S. A.

For Sale.**Railway Equipment**

If interested send for our Catalogue No. 13, just issued, of Locomotives, Cars, &c., of every description, for all kinds of work.

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24-in. 6-Roll Single Surface Planer & Moulder \$275
24-in. Sweepstakes Plan., Match, & Moulder 175
24-in. J.A.F. & Co. "Little Champion" Pl. & Mch 200
24-in. J.A.F. & Co. Double Drum 6-Roll Sander 175
Colburn 2-Spindle Blindstole Boring Machine 35
Band Saw, 28-inch wheels, iron table. 55
No. 2 J.A.F. & Co. Resawing Mach. 22-in. saw 165
No. 6 Sturtevant Pres. Blower, countershaft. 85
6x6 Vertical Engine..... 100
35 h. p. Portable Boiler..... 200
25 h. p. Tubular Boiler..... 150

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2 Second hand Horizontal Two-flue Cylinder BOILERS, 40 in. diameter and 30 feet long. Just the thing for a saw mill, where economy of fuel is no object. Address

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FOR SALE.**MANUFACTURING PLANT**

—OF THE—

Cornell Wind Engine & Pump Co.

As Assignee of the above Company I will receive until December 31 private bids for the entire plant, good will, leasehold, finished and unfinished stock, machinery and office furniture. Everything in readiness for immediate operation.

The plant is located at the corner of 13th and Main streets, Louisville, Ky., and is thoroughly equipped for the manufacture of Wind Mills, Tanks and such appliances, and can be operated to great advantage in connection with the manufacture and sale of farming implements. Railroad facilities unsurpassed. Everything in first-class order, and thorough inspection solicited. An unusual opportunity offered to manufacturers.

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LATHES.

1 20 in. x 12 ft. Gray Lathe.
1 19 in. x 8 ft. New Haven Lathe.
Address THE GORDON STEAM PUMP CO., Hamilton, Ohio.

Second-Hand Machinery Cheap.

1 8-H.P. Portable Engine and Boiler, on wheels.
1 10-H.P. Portable Engine and Boiler, on skids.
1 No. 1 Universal Grinding Machine. B. & S. centers. Brown & Sharpe.
1 No. 2 Universal Grinding Machine, 40 in. bet. centers. Brown & Sharpe.
1 No. 2 Two-Spindle Profiling Machine. Bement.
1 Set 10 in. x 6 ft. Power Bending Rolls.
1 Trip Hammer.
1 No. 7 Root Blower. 1 No. 3 Sturtevant Exhaust.
1 No. 3 Universal Miller. Brainard.
1 No. 2 Lincoln Pattern Miller.
1 No. 1 Plain Miller. Brown & Sharpe.
1 Horizontal Drilling Machine. 40 in. bet. centers. Brown & Sharpe.
1 Set 12 in. x 10 ft. Power Bending Rolls.
Write us for what you want and send description of Machinery that you wish to trade or sell.

THE J. A. MACKINNON MACHINERY CO.
22 Warren Street, New York.

SECOND-HAND MACHINERY.

1 Iron Pl., planes 8 ft. long, 38 in. x 36 in., 2 hds. Sellers.
1 " " " 30 ft. long, 70 in. wide, 2 heads.
1 " " " 8 ft. " 30 in. x 30 in.
1 Engine Lathe, 20 ft. bed, 72 in. swing. Good.
1 Engine Lathe, 16 ft. bed, 60 in. swing.
1 Engine Lathe, 10 ft. bed, 20 in. swing. Good.
1 Engine Lathe, 8 ft. bed, 18 in. swing.
1 Engine Lathe, 8 ft. bed, 15 in. swing. chuck.
1 and various other sizes.
1 Small Turret Head Lathe.
1 24-in. S. F. Blaisdell Drill. Good.
1 20 inch Plain Drilling Machine.
1 48-in. Vertical Boring Mill.
1 No. 10 Styles & Parker Press.
1 Lincoln Pattern Milling Machines.
1 11 ft. 24 in. Stover Dimension Planer.
Send for list Second-hand tools.

NEW YORK MACHINERY DEPOT,
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BARGAINS.—Second-Hand Machinery. Good Condition.

L. F. SEYFERT'S SONS,
Nos. 437, 439, 441 N. Third St., Philadelphia, Pa.
1 180 h.p. Corliss Hor. Engine, cyl. 20x48 in.
1 100 h.p. Horiz. Engine, cyl. 18x36 in. Rickards.
1 75 h.p. Horiz. Engine, cyl. 16x24 in. Rickards.
1 40 h.p. Vertical Engine, cyl. 12x14 in. Naylor.
1 25 h.p. Lidgerwood Hoisting Eng., cyl. 10x12 in.
6, 8, 10, 15 & 20 h.p. Portable Hoisting Engs, single & double cyl. & drum. Combined & single.
1 12 h.p. Agricultural Engine & Boiler on wheels.
1 8 h.p. Agricultural Engine & Boiler on wheels.
40 & 50 h.p. Hor. High Speed "Southwark" Aut. Cut-off Engines.
1 Helve Hammer.
50 Upright Tub. Steel Boilers, 4 to 40 h.p. Cheap.
1 50 h.p. R. T. Boiler, 48 in. x 16 ft., 90 lbs. press.
1 25 h.p. R. T. Boilers, 42 in. x 10 ft. (28) 3 in. tubes.
1 Planer 36x36 in. x 10 ft. Bement.
1 Planer 33x33 in. x 9 ft. E. & A. Betts.
1 Planer 30x30 in. x 6 ft. Scott Bros.
1 Planer 24x24 in. x 4 ft. Scott Bros.

FOR SALE.**SYRACUSE ROLLING-MILL MACHINERY.**

1 500 h.p. Vert. Buckeye Engine, 34x30 in. cyl.
1 300 h.p. Vert. Corliss Engine, 24x36 in. cyl.
1 Mu-k Bar Train, 19 in. rolls, 3 high.
4 Merchant Trains, 16, 14, 9 and 8 in., 3 high including over 200 new spare, turned Rolls, also Housings and Bed-Plates complete, all modern.
1 Squeezer, large size, also Floor Plate, Water Boxes, Shears, Ore Crushers, Scales, Shafting, Pulleys, &c.
1 No. 11 Sturtevant Blower and others smaller.
1 Cameron Steam Pump, 12x7x13 in., also 3 No. 7 Blake, Dean & Knowles. Five Steam Drills.
4 Horizontal Tubular Boilers, 5x18 ft., 80 h.p. each, double-riveted, flush front & full fixtures.
1 New Flue Boiler, 50 h.p., others in good order.
1 Porter Horizontal Engine, 80 h.p., 15x24 in. cyl.
1 Vertical Engine, 60 h.p., 14x15 in. cylinders.
1 Complete Machine Shop Tools, Lathes, Planers, Drills, &c.
1 Ingersoll Compressor, 24x30 in., in first class condition.
1 90-h.p. Horizontal Tubular Boiler, ins. at 80 lbs.
1 Sullivan & Ehler High-Speed Engine, 8x10 in.
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Second-Hand MACHINERY in Good Order FOR SALE CHEAP.

Engine Lathes—62 in. x 17 ft.; 42 in. x 12 ft.; 32 in. x 12 ft.; 29 in. x 15 ft.; 24 in. x 10 ft.; 22 in. x 8, 10 and 12 ft.; 20 in. x 8 and 14 ft.; 15 in. x 6 and 8 ft.; 1 each 24 in. x 20 in. and 24 ft.; 24 in. x 12 ft.; 24 in. x 15 and 16 ft.; 18 in. x 10 ft.; 20 in. x 10 ft.; 20 in. x 12 ft.; 1 each 16 in. x 6, 8 and 10 ft.; 6 each 12 in. x 6 ft.; 1 12 in. x 5 ft.; 2 each 11 in. x 4 ft. and 5 ft.; 1 10 in. x 3 1/2 ft., foot power.
1 each Planer, 24 in. x 24 in. x 5 and 8 ft.
1 each Planer, 30 in. x 30 in. x 8 ft.
1 Planer, 54 in. x 52 in. x 12 ft., 50 in. x 50 in. x 17 ft.
1 Planer, 40 in. x 40 in. x 14 ft.
1 Planer, 42 in. x 42 in. x 10 and 12 ft.
1 Planer, 22 in. x 20 in. x 4 and 5 ft.
1 Planer, 16 in. x 16 in. x 4 ft.
1 Planer, 42 in. x 42 in. x 12 ft., with two heads.
1 Planer, 50 in. x 50 in. x 17 ft., with one head.
1 Planer, 100 in. x 100 in. x 18 ft., with two heads.
1 Engine Lathe, 22x22 ft., good order. Niles.
1 New Horizontal Boring Machine, with facing attachment, Newark Machine Tool Co., makers.
1 24x18x4-foot Planer. Ames.
1 Drop Hammer, 75 pounds.
1 48-in. Radial Drill.
1 Shaper each 6, 10, 12, 15, 20, 24 and 30 in. strike.
3 Crank Planers. 6 Lincoln Pat. No. 2 Millers.
1 Universal Miller. Brown & Sharpe.
1 each 2, 3, 4 and 6 Spindle Gang Drill.
1 each Nos. 1, 3, 4 and 5 Screw Machines.
1 each 40 and 60 pound Vertical Hammers.
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1 No. 24 Fowler Press.
10 Foot Presses, assorted. 8 Power Presses, ass'd.
12 Punching and Shearing Machines, assorted.
2 Return Tubular Boilers, 35 horse-power.
1 Bolt Cutter, each 1/2 in. to 1 in., and 1/2 in. to 2 in.
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2 each 8 and 12-inch Slotters. Correspondence solicited.
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Also full line of New Machinery.
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THE NEW YORK RAILWAY SUPPLY CO., Limited,
40 and 42 Wall Street, New York.**Steel Rails and Railway Equipment**

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Cotton Gins, Saw Mills,
Wood-Working Machinery,
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OFFICE AND WAREHOUSE:

Corner Market and Cowart Streets,
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And Track Material complete for Logging and Mining Roads and Industrial Enterprises on the

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Locomotives and Cars

On same terms. Second-hand Rails purchased.

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We have no Agents.

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NOTHING BUT THE BEST.

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FOR SALE. Rails, Spikes, Fastenings, Frogs, Switches and Crossings. Locomotives, Dummies, Cars, Wheels and Axles. Complete outfits for logging Roads and Street Railways. New and Second-hand.

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ROOM 8, JOHNSTON BUILDING, CINCINNATI, O.

FOR SALE for Cash, or Credit on Car Trust.

20 Second-Hand Narrow Gauge Passenger Coaches.
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30 New Standard Gauge Passenger Coaches, all modern improvements. Price \$3,700 each.
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Wm. B. Pollock & Co.'s Oil Tank Cars for sale at lowest possible prices. Photos and specifications sent with prices if desired.

Estimates furnished for Electrical Equipment Under Latest Improvement.
Bonds Negotiated on New and Old Roads, Long Roads Preferred.

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Have for Sale for Cash or Lease on Easy Terms on the CAR TRUST PLAN.

LOCOMOTIVES, PASSENGER AND FREIGHT CARS, ETC.

We have on hand a large stock of Standard Gauge Locomotives, which we are prepared to rent for long or short terms, with option of purchase if desired.

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AMERICAN SUPPLY CO., American Bank Building, Kansas City, Mo.
J. F. SCOTT, Los Angeles, California.
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Cotton Machinery.

1 3,000 Spindle Carpet Warp Plant.
1 200 Loom Plant for Osnaburghs, Sheetings, Drill, &c.
1 System Bagging Machinery, capacity 30,000 lbs. per week.
1 Full System of Print Cloth Machinery,
160 LOOMS.

1 System 160-loom Plant on Denims and Fancy Shirtings, Chevoits, &c. Nearly new machinery.

1 System of Rabeth Spinning, 4,300 spindles. Fine condition.

8 36-in. Gambell Cards, full roller.

Also a large lot of Miscellaneous Machinery in first-class condition.

L. Godfrey & Co., 147 Gaspee Street, Providence, R.I.

TRADE NOTES.

THE Claflin Manufacturing Co., of Cleveland, Ohio, is sending to the trade a circular of Thatcher's patent belt fasteners, showing full size cuts of each of the different fasteners made and giving prices.

WATSON & STILLMAN, of New York city, lately published a price-list of improved hydraulic jacks which is said to be the most complete jack list ever issued, containing upwards of 100 different sizes and styles of jacks, among which are some recent additions to the regular styles of the firm.

THE first calendar for the new year coming to our notice is that of the widely-known cycle manufacturers, the Pope Manufacturing Co., of Boston. It is characterized by its usual neatness, and the leaflet for each day presents a crisp and entertaining selection relative either to the general excellence of the Columbia wheels or of the sport of cycling.

THE specialties handled by Reuter & Mallory, of 22 Light street, Baltimore, Md., embracing steam, water and gas pipes, steam fittings, boiler tubes, steam traps and pumps, hand pumps, etc., of standard manufacture, are thoroughly covered in a descriptive catalogue and price list compiled by that firm, which will be found of value in ordering such goods.

THE Hartman & Puffer Trunk Co., of Racine, Wis., has placed its order for full outfit of pulleys for its new factory with the Menasha Wood Split Pulley Co., of Menasha, Wis. This company also received during the past week orders for hickory hangers from A. W. Rich Shoe Co., of Milwaukee, Wis.; E. E. Harge Milling Co., of West Union, Ia., and C. B. Farron, of Troy, N. Y.

WE are informed by the Garlock Packing Co., head offices Palmyra, N. Y., and Rome, Ga., that the greatly increasing demand for Garlock packings necessitates an enlargement of its manufacturing facilities. The wide sale of this article is traceable to the general satisfaction it is giving to consumers and the enterprise of the company in locating supply depots at easily accessible points. The company now owns several patents for the protection of its business, and reports that other important patents are pending.

A COMPLETE plant for the manufacture of wind-mills, tanks and similar appliances, also adaptable for the profitable manufacture of farming implements, is offered for sale elsewhere in our columns by the assignee, R. C. Kinkead, 412 Centre street, Louisville, Ky. The property includes machinery, furniture, finished and unfinished stock, leasehold, etc.—everything in readiness for immediate operation—and the splendid location in a city of recognized superior shipping and other desirable advantages presents an attractive chance for investment.

THE extent of the business in the manufacture of architectural sheet metal work and roofing conducted by W. J. Burton & Co., Detroit, Mich., can be estimated from the following statement of that firm: "This season's trade in one place, Coldwater, Mich., will reach several thousand dollars, which consists of galvanized iron cornices, roofing sundries, and more especially the extensive sale of 'Eastlake' metal shingles, which were used in and around the above-named city. The 'Eastlake' shingles have become a general favorite for roofing and siding wherever they have been introduced, and are giving universal satisfaction. Recent shipments embrace Virginia, West Virginia, North Carolina, Ohio, Mississippi, Texas, Missouri, Indiana and various points in Michigan."

THE Lodge & Davis Machine Tool Co., with works at Cincinnati, Ohio, and branch houses at New York and Chicago, where a full line of its machine tools is carried in stock, has just been awarded a contract by the United States government for furnishing a large equipment of their improved engine lathes to the Watervliet Arsenal, West Troy, N. Y., to be used in turning up heavy projectiles. The demand for the company's improved machinery is growing daily, and it has lately largely increased its force in order to keep pace with orders.

NOTICE OF REMOVAL.—Owing to the extensive introduction and adoption of the Heisler system of long-distance series incandescent electric lighting within the past few years for commercial, street and alley lighting, the proprietors of that system have found it necessary to transfer the manufacture of its apparatus from St. Louis to the new and commodious works located at Gloucester, N. J., where, with enlarged space and increased facilities, the company will be enabled in the future to promptly meet the constantly increasing demand for its products. The merits of this system are fully recognized, and it is claimed that among those most interested in incandescent installations where it is necessary to distribute lights over large areas, the Heisler system is acknowledged to fully fill all requirements, and is said to thoroughly overcome very serious conditions by making it possible to distribute any number of lights, from 160 32 candle-power lamps to the full capacity of the company's largest dynamos, over an area of territory that could only be covered by 50 miles of No. 8 B. & S. gauge wire and suffering no drop in the candle-power of the lights, the lamps furthest away burning as brightly as those nearest the dynamo, and the loss due to the resistance of the line (8 B. & S.) being equal only to one 32 candle-power lamp per mile. The efficiency of this dynamo under these conditions makes it possible to obtain 6½ 32 candle-power lights per mechanical horse-power expended, less the friction load of the dynamo, producing a superior white and brilliant, steady light. The improved automatic regulator used in connection with this system controls and maintains a steady and uniform light, and dispenses with all translating devices in the station and upon the circuit. The only device other than the dynamo used in the installation of the Heisler light is the improved combined automatic cut-out and lamp socket, adapted to hold any sized lamp from 10 up to 150 candle-power, containing no parts liable to get out of adjustment, and the cut-out feature is always accessible for removal without the liability of interrupting the circuit while manipulating the same. The housing of the socket is composed of insulating material, and the estimated cost for renewing the cut-out is less than one cent. The St. Louis agency will still be continued, and a supply of lamps and materials for repairs will be kept on hand, as well as emergency experts, whose duty it will be to look after the various installations west of the Mississippi. A catalogue describing the advantages claimed for the Heisler system over other methods of artificial illumination can be had on application to the Heisler Electric Light Co., Drexel Building, Philadelphia.

WM. SIMPKIN A. E. M. E.

SIMPKIN & HILLYER, ENGINEERS and CONTRACTORS RICHMOND, VA.

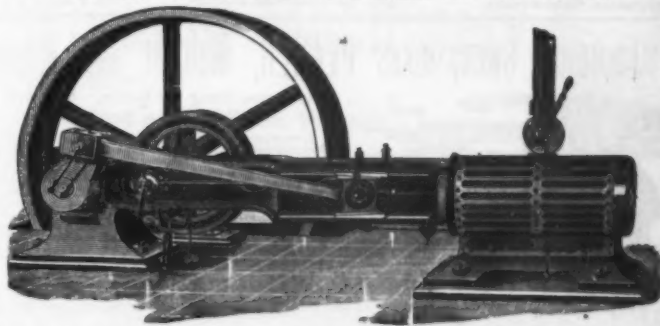
Manufacturers of and Agents for Steam Engines, Boilers, Pumps and Heavy Machinery. Economical Steam Plants, Rope and Belt Driving. Special Machinery for Chemical and Fertilizing Works, Gas, Water and Cresosote Works. A specialty of the "Warwick" Pole Road Locomotive, "Warwick" Tram Road Locomotive, and the "Warwick" Silent Steam Street Motor. Castings furnished. Repair work solicited. Consultations, Arbitrations and Valuations. Engines indicated. Plans, Specifications and Estimates prepared. Correspondence invited.

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Superintendent of the Construction and Erection of Factories, Steam Plants and all kinds of Machinery. Engines Indicated, Valves Adjusted and Power Measured.



COMPLETE STEAM PLANTS. BOILERS, ENGINES, Every Description.
SHAFTING, PULLEYS, HANGERS.
DRAWINGS AND SUPERINTENDENCE. ECONOMY GUARANTEED.
CORRESPONDENCE SOLICITED.

I also make a Specialty of Taking Down, Removing and Re-erecting Steam Plants and Machinery of every description. Send for Catalogue F.

HARRISON SAFETY BOILERS.

Merits Proven by Over
Twenty Years' Practical Work.

Combine Maximum Safety,
Economy of Fuel, Durability.

All sizes from 4
H. P. to 240 H. P.

Base of Transportation, Erection and Repair.
Full Particulars, Drawings and Estimates
mailed upon application.

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New Pulsometer

STEAM PUMP.

Especially adapted for Elevating all kinds of Liquids Quickly, Cheaply and Efficiently, no matter how Gritty, Thick, Hot or Cold, without Skilled Labor, Oil, or Machinery.

Economical. Simple. Durable. Compact. Efficient.

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SEYMOUR'S SHEARS AND SCISSORS

Finest in Finish and Quality.

Price-Lists on
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275 Kinds & Sizes

"I have handled your shears very successfully for the past twenty-four years."—JOHN MAYOR, Macon, Mo.

CARLIN & FULTON, Baltimore, Md., carry a full line of Seymour's Shears in stock.

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<p>STEVENS PATENT COMBINATION GAUGE. Surface and Scratch Gauge combined. The cut shows this used as a Surface Gauge. Can be set with greatest accuracy. Being strong, not liable to spring or change from its position. Price, per pair.....\$2.00 Ideal and Lender Spring Dividers and Callipers and Fine Machinists' Tools. J. Stevens Arms & Tool Co., P. O. Box 215, Chicopee Falls, Mass.</p>	<p>No. 58 WING FIRM JOINT CALIPERS With Wing and Set Screw. OUTSIDE. No. 56 B. Price, by mail, postpaid. 8 inch. \$1.00 16 inch. \$1.75 10 " 1.30 20 " 2.10 12 " 1.50 24 " 2.50 14 " 1.75 30 " 3.00</p>
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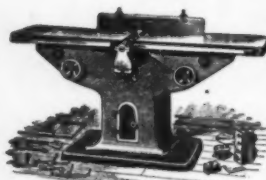
TOOLS.

L. S. HILLYER, M. E.

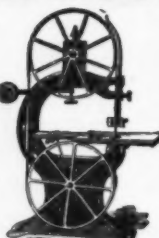
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OF EVERY DESCRIPTION.Planing Mills, Furniture and Chair
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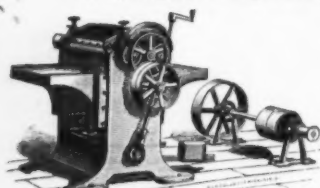
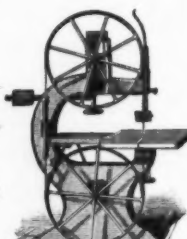
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Our Improved Sweepstakes PLANER, Matcher and MoulderIs Simple, Strong and Durable. Never falls in
Yellow Pine or Hard Lumber.Recent improvements make it the most complete Planer,
Matcher and Moulder in the market for the money, which
is attested by daily testimonials. No other Planer and
Matcher made that uses the Ellis Patent Three-Part Journal
boxes. It has an extra Head and Arbor for making
Mouldings and all odd work. Two Belts drive the Top
Cylinder. All Cutter Heads are made of Cast Steel. All
Expansion Links and Gears are BUSHED with BRASS. It
has a POWERFUL FEED. Heavy countershaft furnished
with each machine. Write for special prices; also for our
8-page catalogue, showing a full line of Sash, Door, Blind
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" " " 24" " " " 20" " " " 12 1/2" " " " 3,000 lbs. 410
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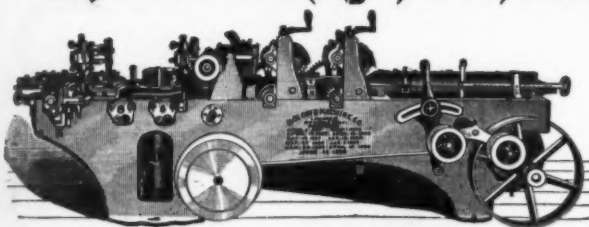
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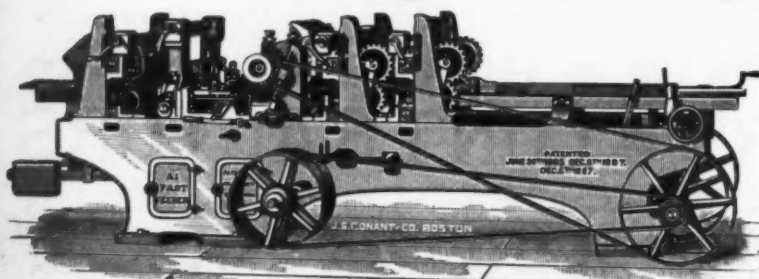
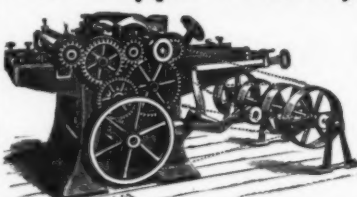
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price list.All Machines Tested and
Warranted to be First-
class in every respect.No. 2 BAND SAW.
Wheels 36 inches diam. ter.**GLEN COVE MACHINE COMPANY, Limited,**

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No. 4.-18-inch Patented Fast Feed Moulding Machine.

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ments. Cylinder is Double Belted. No Extra At-
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ALSO Steel Saw Arbors, Slitting Saw Tables, Com-

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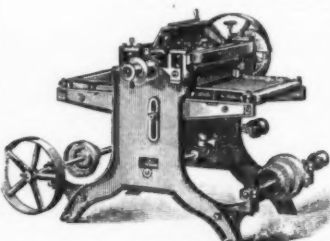
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Woodworking Machinery.**C. B. Rogers & Co., Norwich, Conn.****Planers and Molders.**

No. 10 Planer.

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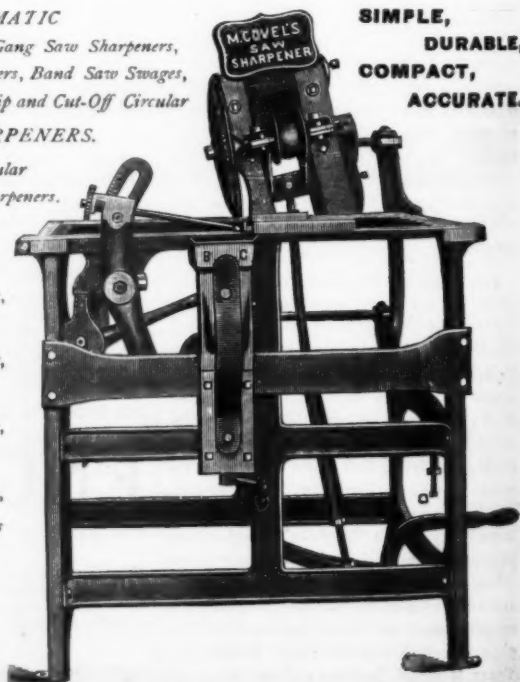
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AUTOMATICBand Saw Sharpeners, Gang Saw Sharpeners,
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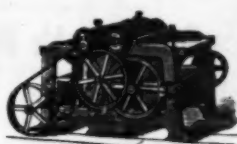
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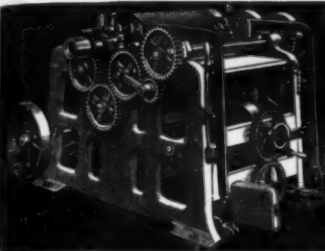
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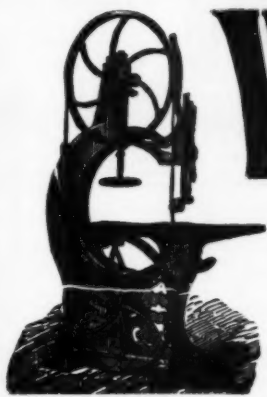
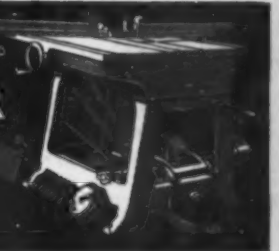
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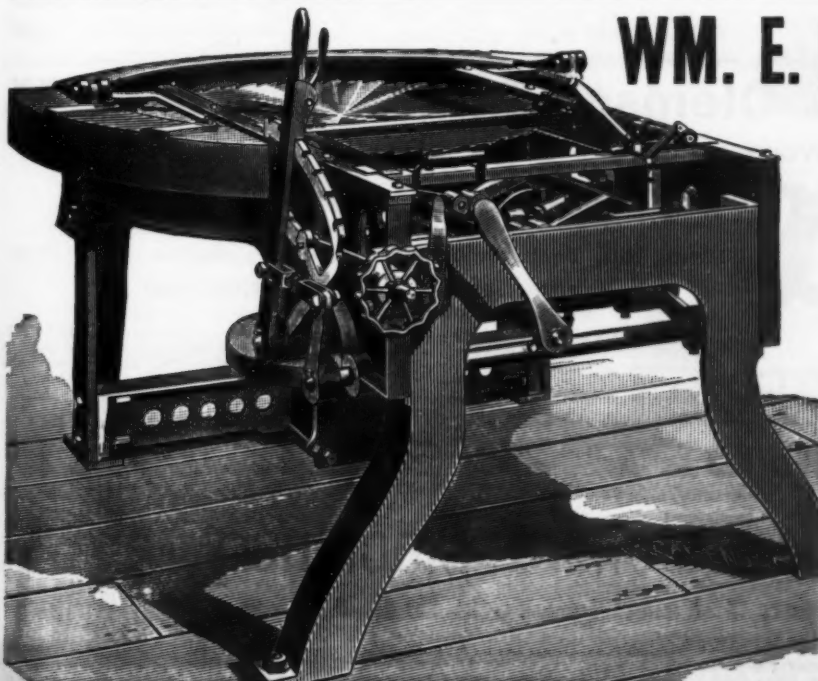
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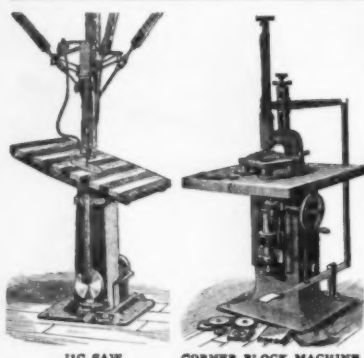
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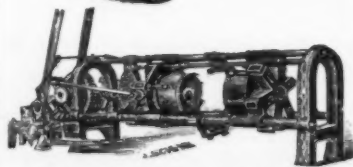
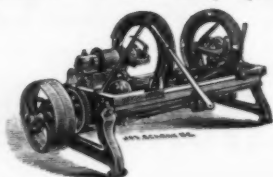
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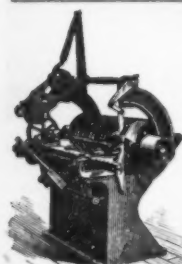
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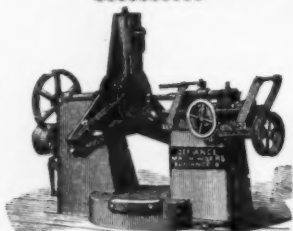
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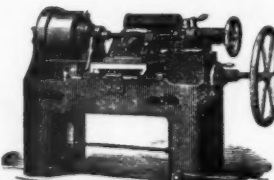
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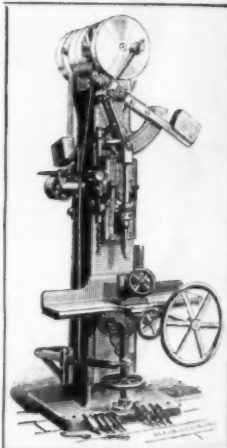
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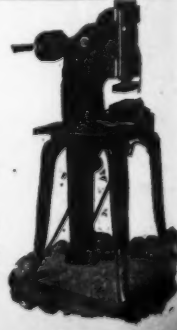
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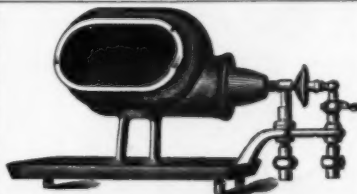
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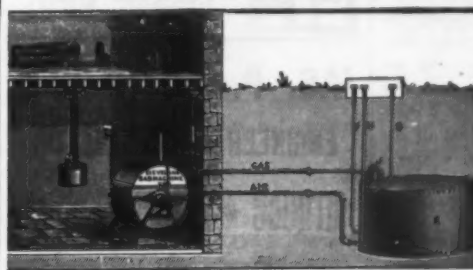
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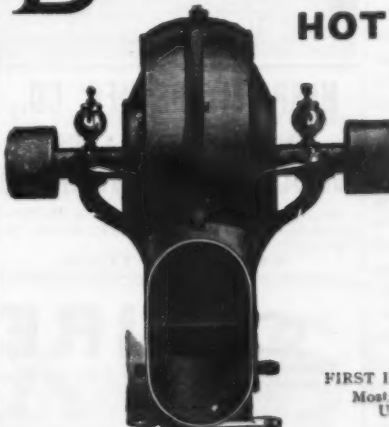
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TRADE NOTES.

THE Moore & White Co., manufacturers of friction clutches, cut-off couplings, paper-mill machinery, etc., Philadelphia, Pa., are now established in their new building, Lehigh avenue and Fifteenth street. This plant is one story in height, and was especially designed for their business. The dimensions are 360 feet long, 60 feet broad, with an L addition on Lehigh avenue of 60 x 60 feet. They have a large amount of work on hand in friction clutch and paper-mill machinery departments.

THE North American Metaline Co., 37 Bleecker street, New York city, sole manufacturers of the metalined or oilless bearing, recently issued a new loose pulley circular, in which we find a letter from Mr. Geo. E. Downing, the president of the South Pittsburg Pipe Works, South Pittsburg, Tenn., commending these bearings as follows:

SOUTH PITTSBURG, TENN., May 22, 1890.

Gentlemen—We take great pleasure in bearing testimony to the value of your metaline bushes. In our business we would not know what to substitute for them. We have had them in use several years, exposed to flying sand dust all the time, and have not worn out a single set yet.

GEO. E. DOWNING,

Pres't South Pittsburg Pipe Works.

THE Richmond iron cement, manufactured by N. T. Pate & Co., of Richmond, Va., is attracting much attention for railroad purposes, and is receiving merited approval from all who give it a trial. The firm is in receipt of the following letter:

CHESAPEAKE & OHIO RAILWAY CO.

OFFICE OF ENGINEER M. OF WAY,

RICHMOND, VA., Nov. 15, 1890.

N. T. PATE & Co., Richmond, Va.:

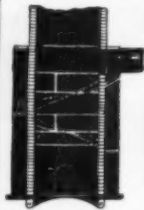
Gentlemen—Replying to your letter of 13th inst., we have been using your "Richmond iron cement" to repair leaks in our merchandise piers at Newport News and the result has been very satisfactory. There has been no complaint of leaks where it has been used.

Yours truly,

F. J. CABELL, Engineer M. of Way.

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THE success which has attended the production of Lee & Shepard's calendars in previous years has led them to bring out an entirely new one for 1891, which is designed and colored by J. Pauline Santer. In addition to the calendar for each month, each card contains a charming design and an appropriate sentiment in delicate tints and colors. The designs are mostly of chubby children in various scenes, drawn in the picturesque style of the artist, and, altogether, it is a very handsome calendar. The cards are tastily tied with white silk cord, and a chain attached by which they may be hung on the wall or elsewhere, and are so arranged on rings that they may be turned over like the leaves of a book as each month shall be needed for reference.



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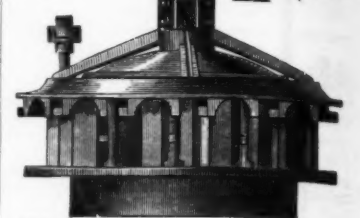
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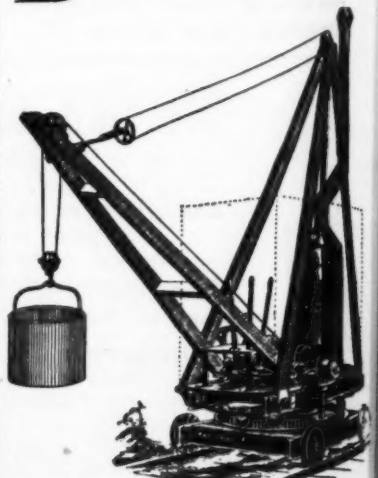


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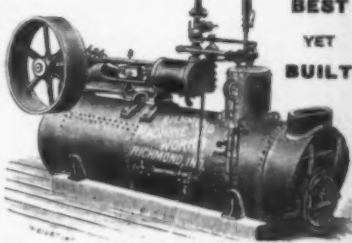
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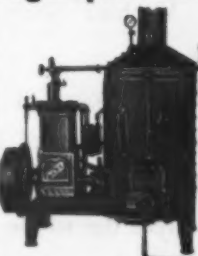


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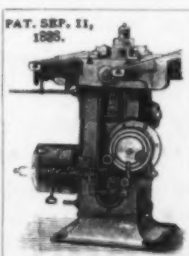
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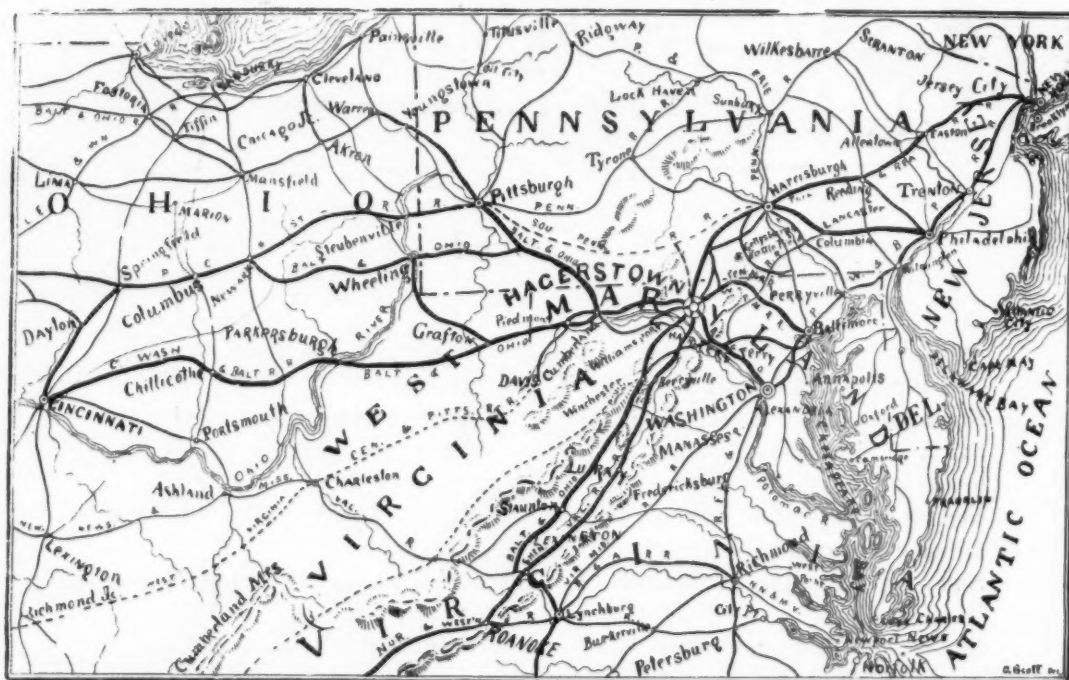
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On both sides of the Shenandoah river, and immediately adjacent to Shenandoah, are immense tracts of land rich in iron, manganese, copper, lead, asbestos, slates, ochres, fire-clay, etc., of fine quality.

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The Shenandoah Valley Railroad runs directly through Shenandoah, which will be the terminus of the Washington extension. The West Virginia Central Railroad, as projected, will pass through Shenandoah, opening up the immense mineral deposits of the Massanutten Mountains.

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There is a Furnace Company, producing 30,000 tons of foundry and mill iron annually. They also operate a foundry. The Shenandoah Valley Railroad have here their principal machine shops, car shops, blacksmith and boiler shops. There is a brick works and two planing mills.

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INDUCEMENTS TO MANUFACTURERS.

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By special permission in the charter of Shenandoah, all manufacturers who may establish works here are exempted from corporation taxes for five years.

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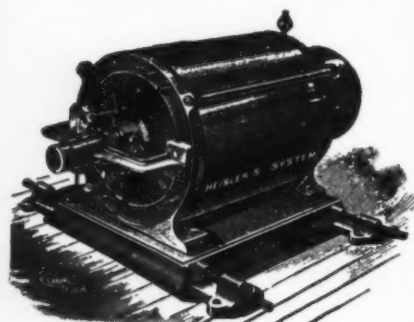
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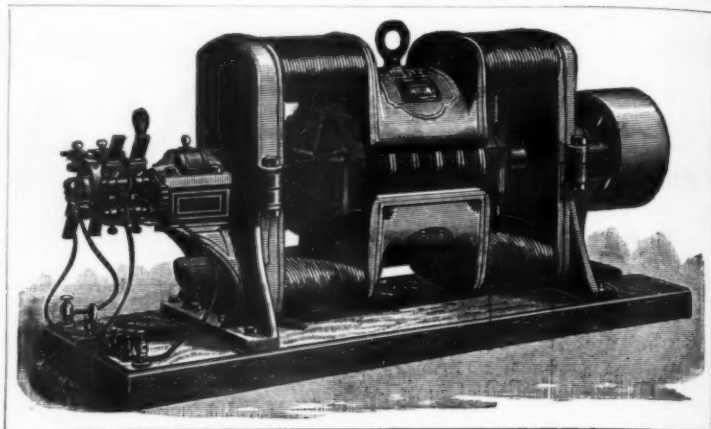
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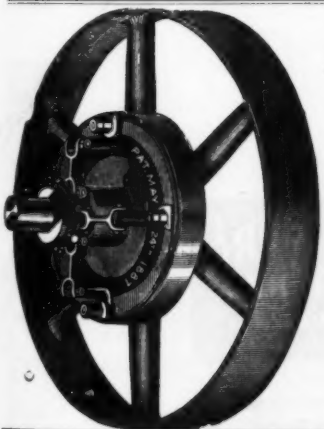
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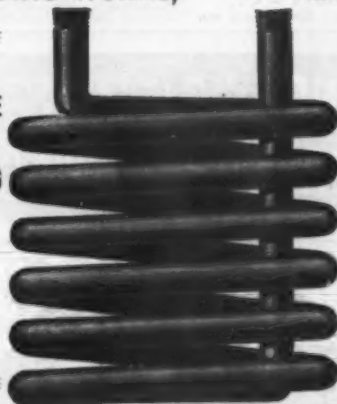
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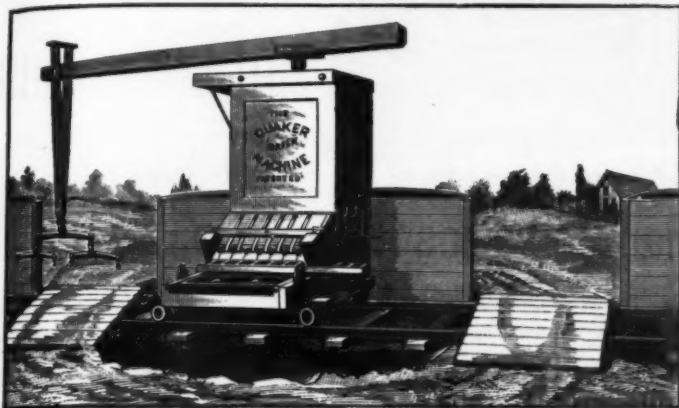
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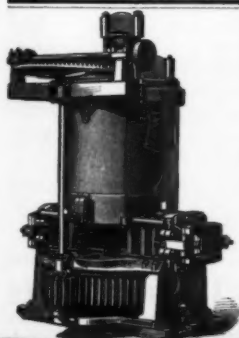
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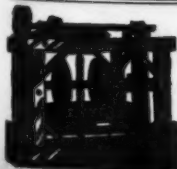
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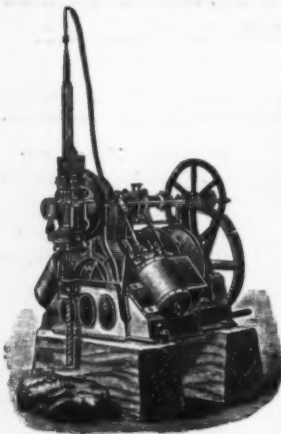
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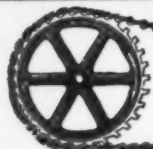
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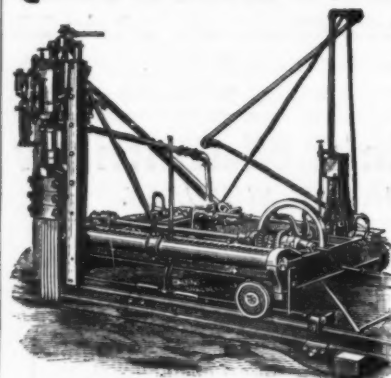
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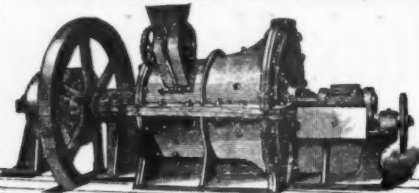
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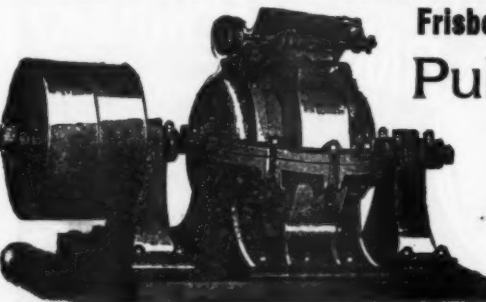
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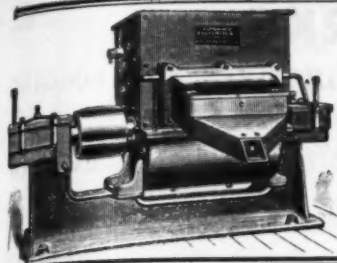
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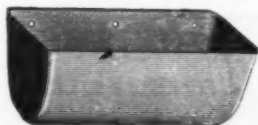
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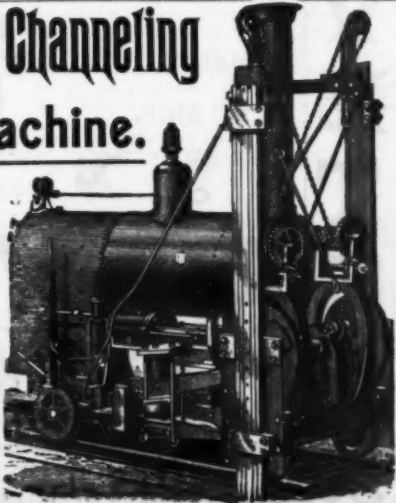
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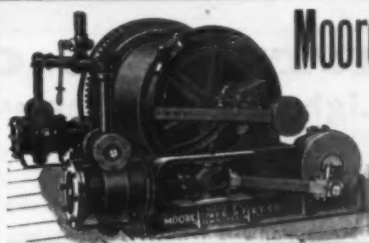
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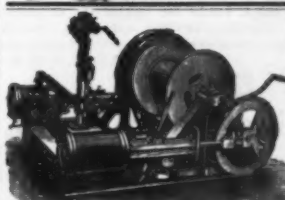
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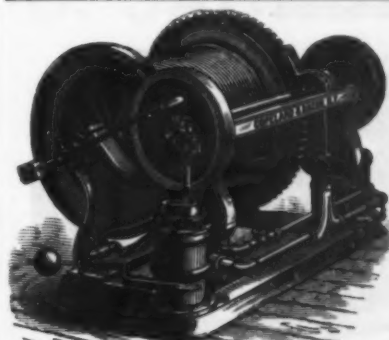
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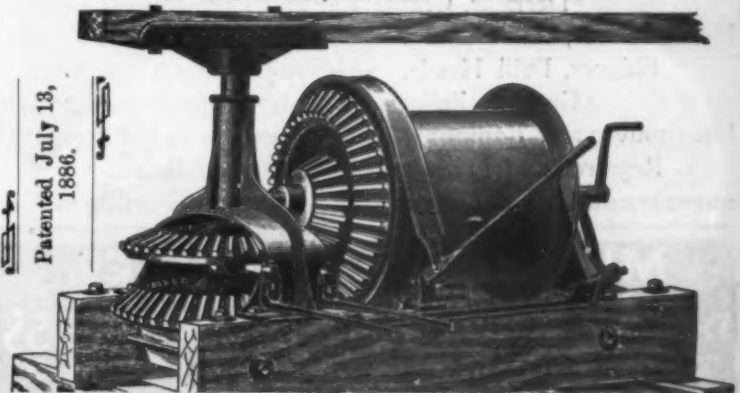
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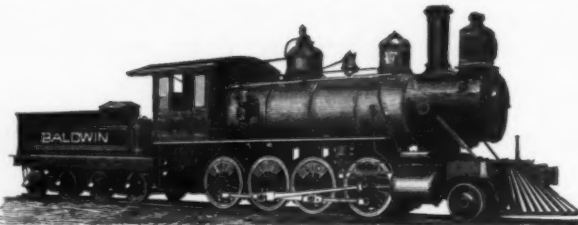
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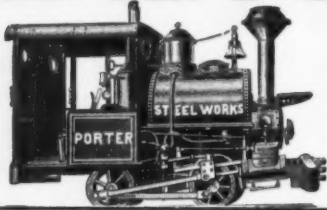
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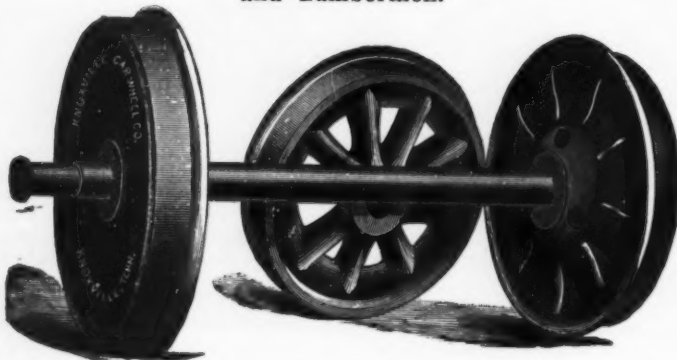
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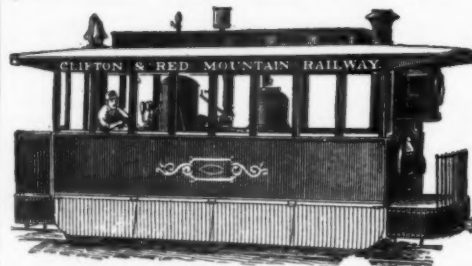
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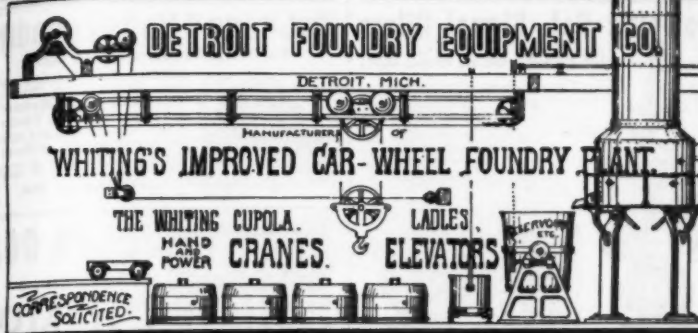
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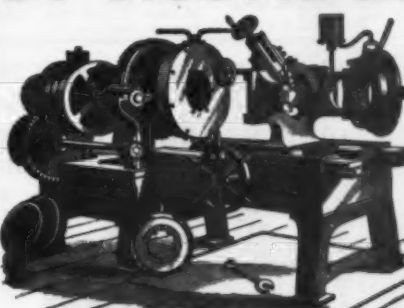



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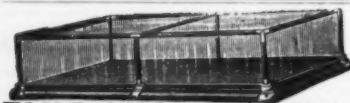
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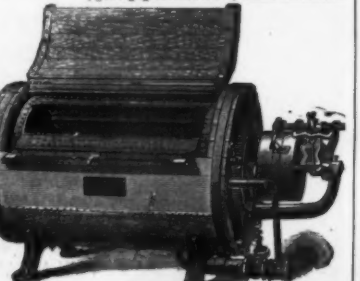
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Manufacturers of FLEXIBLE SHAFTS,

And all kinds of Machines to be used with them. Portable Drilling, Tapping, Reaming and Boring Machines. Also Portable Tools for Emery Wheel Grinding, Metal and Wood Polishing, Cattle Brushing and Clipping, &c.

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Read What a Michigan Miller Says of the Case Company.

STURGIS ROLLER MILLS,
BAUER & BUHRER, Proprietors.

STURGIS, MICH., July 12, 1890.

THE CASE MANUFACTURING CO., Columbus, Ohio.

GENTS—We started mill July 7th. The 12 pair 9x18 rolls you furnished us worked perfectly. They are so easy to adjust, so simple to handle, feed so regularly, grind so nicely and even and work so smoothly on the whole, that we have no hesitancy in stating that we cannot see how they can have a superior, if equal. Aside from their perfect work, they are models of beauty and finish, and a decided ornament to any mill. We enclose clippings from papers. We are, with best wishes,
Very truly yours,
BAUER & BUHRER.

For full particulars regarding the BEST FLOUR OR CORN MILL MACHINERY, address

The Case
Manufacturing
Company,
Columbus, Ohio.

Turbine Water Wheel.

A water wheel possessing many points of merit in design and construction is familiar to the trade as the Alcott turbine water wheel, and is manufactured by T. C. Alcott & Son, Mount Holly, N. J. It is built

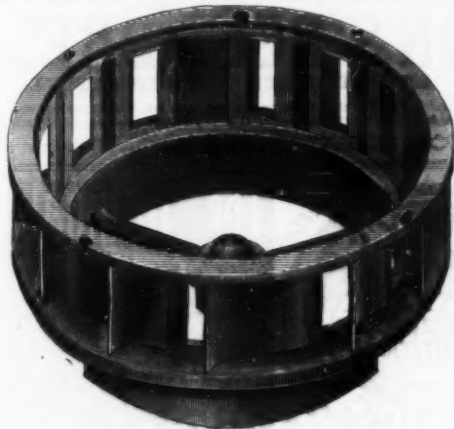


FIG. 1.—OUTER CASE AND CYLINDER.

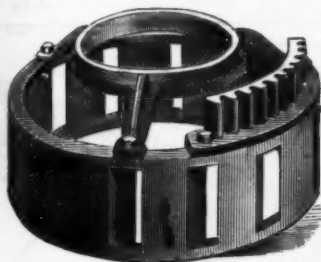


FIG. 2.—MOVABLE REGISTER GATE.

in a compact style for strength and service, free from complicating rods, levers, joints, bolts, etc. The illustrations shown herewith represent the wheel in detail.

Fig. 1 represents the outer case and cylin-

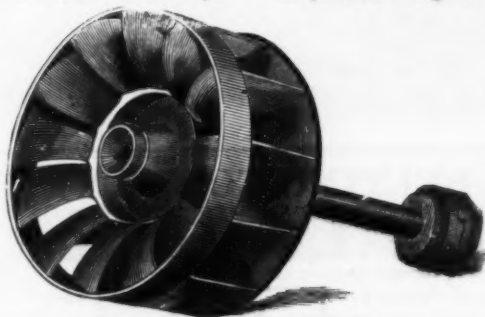


FIG. 3.—THE WHEEL PROPER.

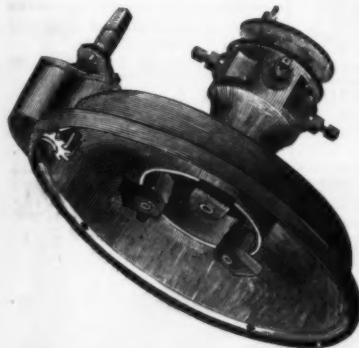


FIG. 4.—COVER OF WHEEL CASING.

der with the bridge-tree and wooden step upon which the movable wheel is supported and revolves. The case is in one piece with properly proportioned chutes for the application of the water to the wheel. Fig. 2

illustrates the movable register gate. This also is cast in one piece and has fixed water-ways corresponding with the chutes in the outer case. The register gate is suspended within the outer case by means of a central bearing located under the crown-plate, and is moved by means of

a rack and pinion, which is shielded from all obstructions. Fig. 3 represents the wheel proper. It has a concave crown, which relieves the step from all downward pressure and secures all the force due to the head of water upon the lower part of the buckets, which are of suitable shape to prevent the least possible resistance in back water. Fig. 4 shows the cover of the wheel-casing with dome attached, through which the wheel shaft passes. The depending sleeve forming the central bearing for the register gate is clearly shown. Fig. 5 represents the wheel put together complete for shipment. Fig. 6 shows the manner in which the wheels are set in outer cast iron globe casing. They are made powerful enough to bear any attain-

able head and fitted up so as to be watertight. It is compact and durable, and an iron draft tube of any desired length can be used. This wheel is what is known as the "inside register" pattern, the entire outer casing being stationary, and being all securely bolted together, protects the interior working parts from exposure to sand and grit. An important feature pointed out in this turbine is the advantage it possesses in the economical use of water on variable streams. Where the supply of water is very limited, and it is necessary to use the water with great economy, two-thirds of the openings can be entirely closed, the other one-third remain full open, thus preserving perfect water passages, and the stream is directed in an unbroken column without changing its relative angle to the face of the bucket or checking its velocity. If more power

is desired, two-thirds of the whole number of chutes can be fully opened and the one-third remain entirely closed. Where there is a full supply of water and the develop-



FIG. 5.—ALCOTT'S IMPROVED TURBINE WATER WHEEL.



FIG. 6.—CAST-IRON FLUME.



BAND SAW BRAZING TABLE.

ment of all the power of the wheel is wanted, the whole number of chutes can be opened, or, to diminish the power, all of them can be closed to any fractional part as in other wheels.

The manufacturers, sanguine of the qualities and ability of their wheel, solicit an investigation of its merits as an economizer of water and producer of the best obtainable results.

Band Saw Brazing Table.

The following is a brief description of a new band saw brazing table just brought out by the Covell Manufacturing Co., of Chicago, which is an exceedingly useful device for sawyers and all mills where band saws are in use. It is comparatively inexpensive, and makes an outfit of file-room machinery (which is the exclusive line of the Covell Manufacturing Co.) more complete and useful.

This table is a solid bed $\frac{3}{4}$ of an inch in thickness, dressed perfectly true and level on top side and ribbed on under side with three ribs two inches deep by $\frac{3}{4}$ of an inch thick, making a perfectly solid table. It is 4 feet 6 inches long with steel straight edge on back 7 feet long.

Table can be placed at end of leveling table forming a part of same, as the clamps for holding the saw while being brazed can be thrown back out of the way when not in use.

Clamps are tightened on saw by the ec-

centrics, as shown in cut.

The heating irons are made of round iron $1\frac{1}{2}$ inches diameter, dressed two sides to $\frac{3}{4}$ inches and placed both under and over the saw, thus only heating the lap to be brazed.

The Markets.

OFFICE MANUFACTURERS' RECORD,
BALTIMORE, December 10, 1890.

The general situation in the iron trade remains unchanged. Prices are stationary. Consumption is kept up at the full average. Buyers are rather slow to enter into new arrangements just at present. There is a disposition to put off the placing of large orders until after the holidays. It is not that lower prices are expected, but because buyers generally are unable to see any advantage from placing orders just at present. Our correspondence with prominent pig-iron makers in Virginia, Alabama and elsewhere shows that the companies there are confident of a strong demand through the winter and spring, and of their ability to maintain prices about where they now are. Our advices from several Northern markets indicate that there is a steady demand, limited, however, to small lots and for immediate wants. There is, of course, more or less accumulation of iron going on at some furnaces, but when buyers come in, as they will, these accumulations will disappear. There are parties in some markets who are endeavoring to make it appear that the consumption of iron must of necessity fall off, and that in consequence prices will decline during the winter; it is entirely too soon to speculate on such probabilities. In all of the Ohio valley markets there is a steady demand for both Northern and Southern irons. In Chicago and other Northwestern markets there is also a steady retail demand, which shows that consumers are taking care of only urgent requirements. In tide-water markets Southern No. 1 foundry is quoted at \$17 to \$17.50, and Northern at \$18 to \$18.50. No. 2 Southern is quoted at \$17 to \$17.50, and forge iron at \$14.50 to \$15.25. Bessemer iron is quoted at \$18. It is not likely that there will be any important changes in the iron trade until the new year, and even then it is doubtful whether the demand will be of such magnitude as to materially modify present quotations. Muck bars are very dull, and are quoted at \$29.50. Steel billets are inactive, and are quoted at about the same price. Steel rails have sold down as low as \$28, it is believed, but even at that figure very little business is being done. At the same time the rail mills are not in want of business. Some of them have shut down for repairs and others will do so. The reorganization going on among leading railway corporations is likely to be effected at an early day, and it is generally thought that this reorganization will have a favorable effect upon the demand for steel rails. According to recent investigations about 10,000 miles of road are likely to be built within the next year or eighteen months, of which about 5,000 miles have not yet gone beyond the projected stage.

In all other branches of the iron trade confidence is apparent, and there is very little shading or cutting of prices. The only active buyers are car builders, and some of them have made contracts which will carry them through until April 1st. Locomotive builders are also large buyers, and other consumers are purchasing quite liberally, but there is no hurrying or scrambling after supplies in the iron trade, or in any other branch of production. Merchant bars are selling at \$1.75 to \$1.95; nails at \$1.75 to \$1.85; plate iron, \$2.15 and upwards, according to quality. Structural iron is not very active, but mills are all fairly supplied with business for the present. One large contract for 4,000 tons of material was recently placed in an Eastern Pennsylvania mill. It is stated that there is a good deal of business that is liable to be placed at any time, and that the knowledge of these probable orders is what keeps prices so steady in the face of a temporarily dull market. The winter will be an active

one among constructing engineers and contractors. A great deal of outside work will be done North and South. The depression in the money market has not yet seriously affected the iron trade. Two or three weeks will develop a good many matters of interest.

HARDWARE.

Owing to the lateness of the season and present stringency in the money market, orders for hardware are confined principally to immediate wants. Prices are not as strong as they have been for the past few months, and a disposition is manifest on the part of some manufacturers to offer concessions for good orders. There is still, however, a fair demand for reasonable goods, and in many lines stocks are light. In many of the leading lines no changes in price will be made before January 1.

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Pig Iron Storage Warrant Co.

(Bank of America Building.)

44 Wall Street, NEW YORK.

Correspondence of Furnaces Invited.

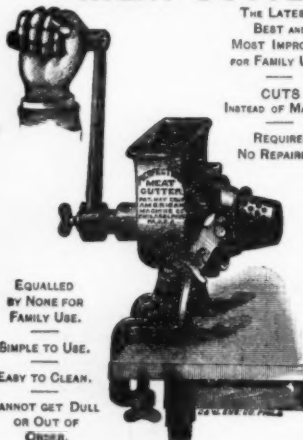
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INSTEAD OF MASHES.
REQUIRES
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ORDER.

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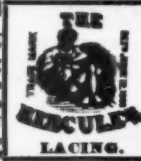
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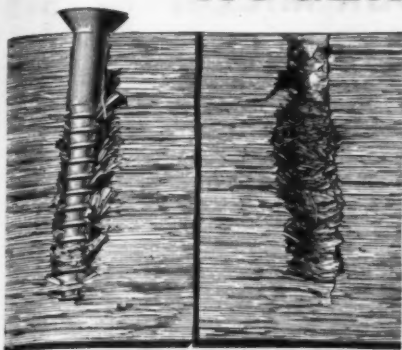
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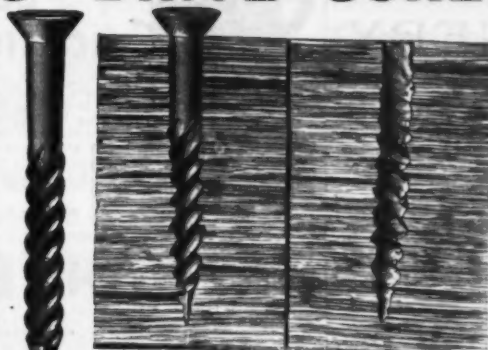
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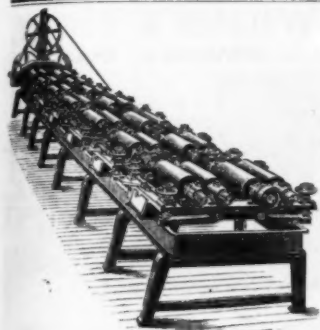
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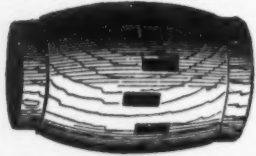
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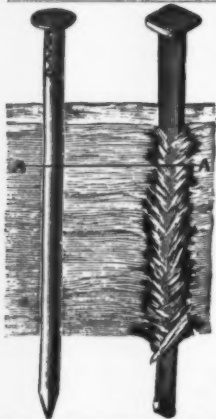
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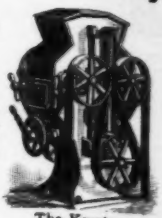


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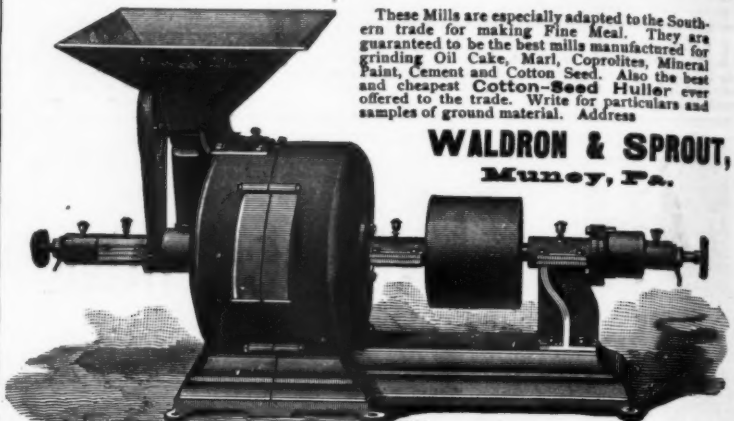
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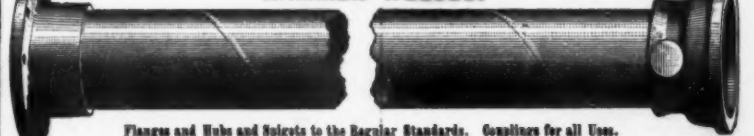
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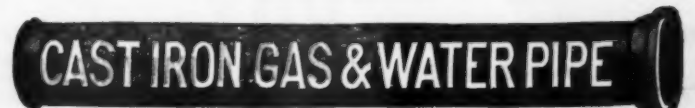


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Eastern Lumber Markets.

[Special Cor. MANUFACTURERS' RECORD.]

NEW YORK, December 9, 1890.

A great deal of little business is being done in all kinds of lumber in this market. Most builders have all the material that they will want for the present. Carpenters and people who do inside work have been buying a good deal of stuff for use during the next 60 days. Hardwoods have been mostly in demand during the past week. The season has been an excellent one, and we have no fault to find. The effect of the activity of the past two months will be to keep wholesalers and retailers from cutting prices during the winter. The only sign of weakness is the offerings of a good deal of hardwood by parties both West and South who want the highest prices for what they have and the outside dollar. A good many of these people evidently think that prices here are advancing. In this they are mistaken. The market is too well supplied with all kinds of material, and there is too much offering to allow any one to quote higher than the bottom prices of the past month. High-grade oak and cherry bring first-class prices in this and in all Boston markets. Thick oak plank is rather scarce. A good deal of quartered oak is coming in this fall, but no one is offering it at anything less to sell it. Walnut of good quality sells at high prices, but ash, as usual, is hard to move, and our stocks are large enough for the present. Other kinds of wood are held quite firm, such as cypress, mahogany, maple and birch. Our people are all carrying not exactly heavy stocks, but enough to meet any probable demands. The hardwood market will be strong all winter unless something unusual should occur. There are a good many who would like to realize, but they are not anxious enough to sell.

The financial disturbances are causing a good deal of apprehension in commercial circles, but as yet the lumber trade has not been affected. People who actually need lumber do not refuse to buy simply because there happens to be a great failure on Wall Street or elsewhere. Importers of mahogany have been greatly encouraged by their sales this season, and one or two of the leading importers have already completed their arrangements for supplies for the coming spring; there seems to be a general impression that prices will change one way or the other in January, but this is simply an opinion. The conditions of the market do not justify any belief in a change. There will be a steady absorption of lumber all over. Yellow pine is very firmly held at association prices. We learn that a sort of combination has recently been effected between certain manufacturers in Georgia, the effect of which will be probably to prevent any undue fluctuation here. If the sources of supply can be organized, we will protect the interests of the trade here; it is only when we do not know how much lumber will be thrown upon us, or at what prices, that we lose control. These combinations, if that is the right word for them, cannot and do not force prices upward, because competition will take care of that in the long run, but they prevent prices from going below a fair level. There is a strong and steady demand for North Carolina pine, notwithstanding the very high increase in supply that has taken place this season.

With reference to Northern lumber there is very little new to offer; the active shipping season is over. At Buffalo there are strong prospects of a heavy winter trade. At Tonawanda it is reported that a good many canal boats have been frozen up before they reached their destination. At Chicago prices are strong, and supply is under control. Receipts of lumber since January 1st are not far from 100,000,000 feet less than same time 1889. The tight-

ness of the money market is affecting Western lumber markets; throughout the West there is a greater scarcity of high-grade stocks than three months ago; no further serious failures have occurred. In the far Northwest the demand has fallen off on account of the close of the season, but a great deal of winter work will be pushed. It will be remembered that during last year's freshet in Pennsylvania over 200,000,000 feet of logs were swept in Chesapeake bay; about 180,000,000 feet of this lot were recovered. One very favorable feature of the lumber trade is the heavy demand that is arising in the South. Makers of saw-mill machinery in the North report a great deal of inquiry for new machinery. Saw-mill building next year will be prosecuted in nearly all the Southern States.

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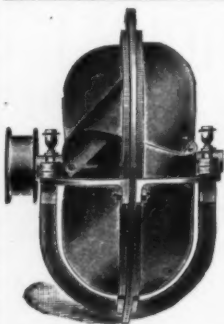
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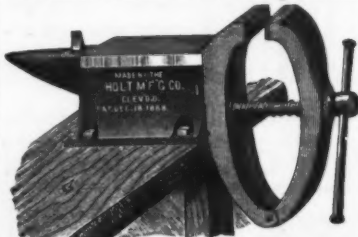
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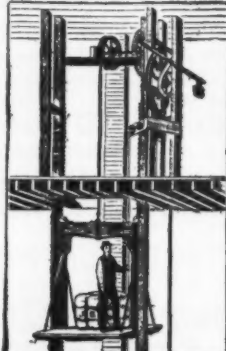
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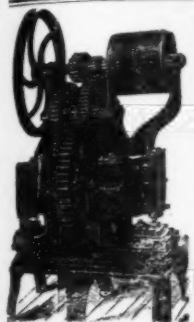
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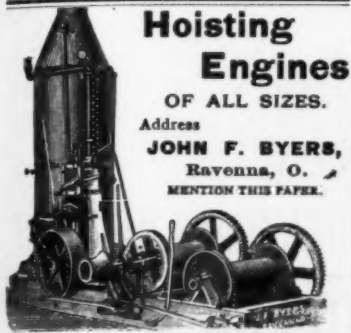
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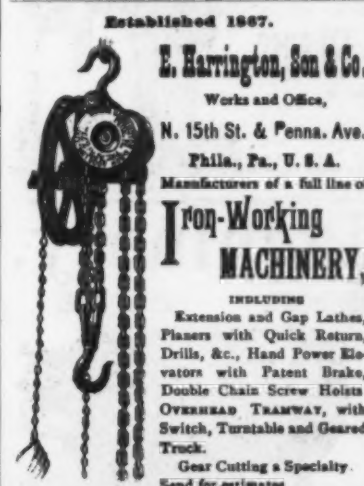
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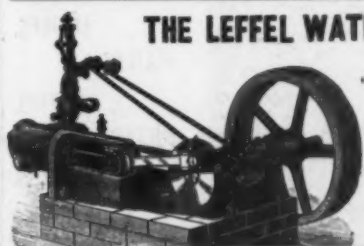


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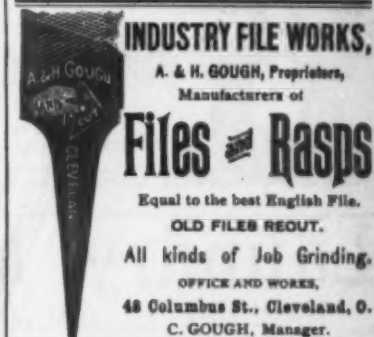
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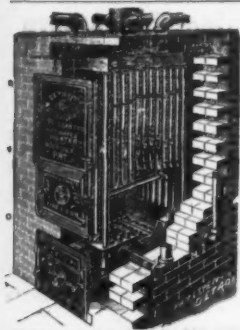
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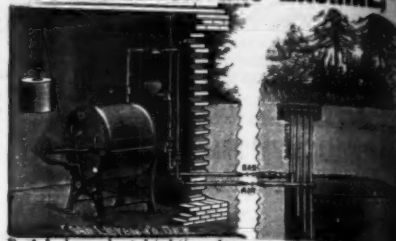
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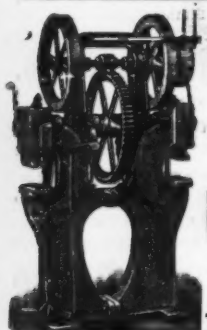
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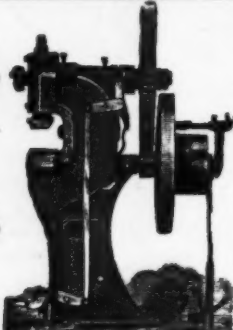
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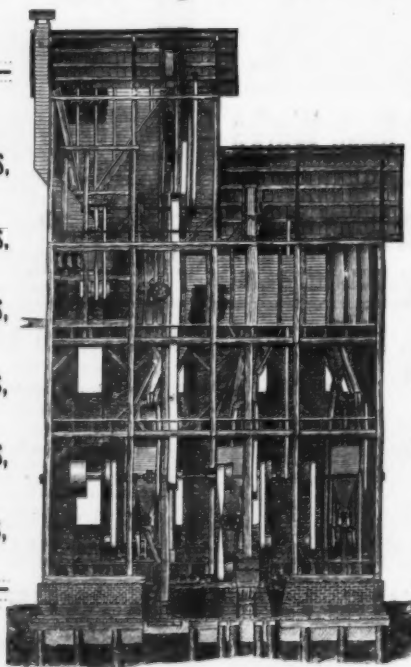
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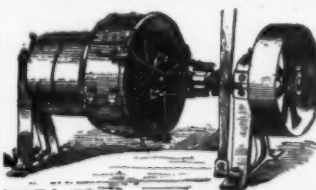
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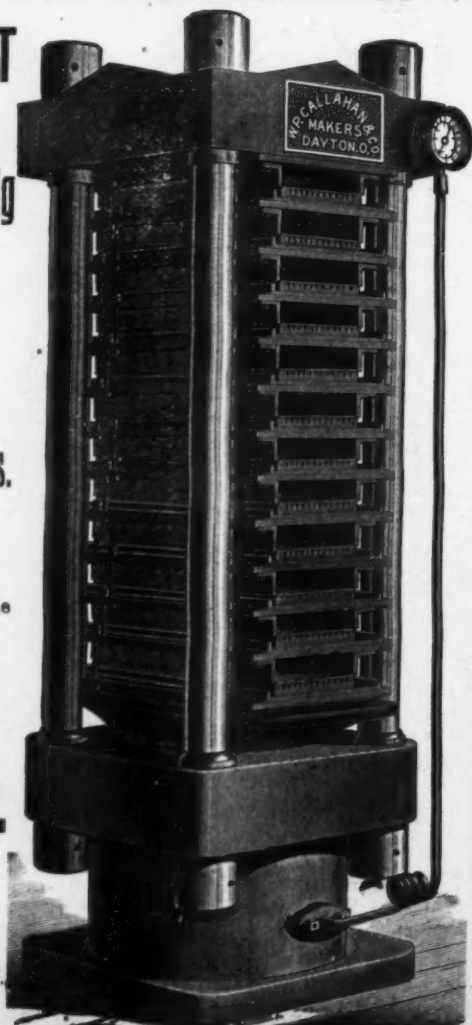
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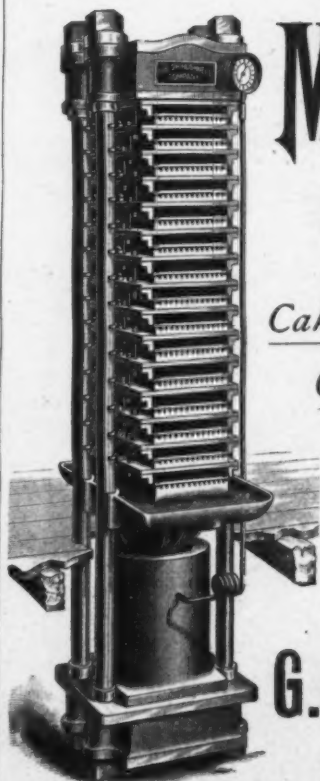
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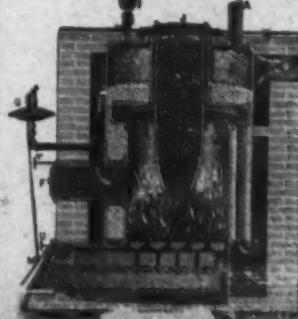
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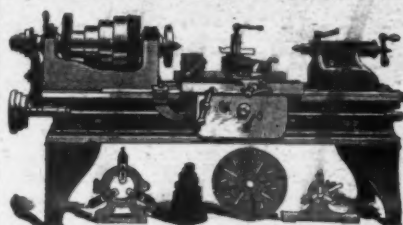
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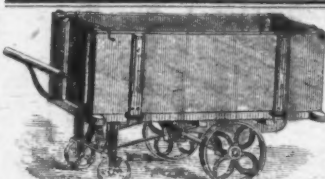
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